Could you remember the Christmas of 1915?

Here is an interesting little story. And it is true.

It was after dinner. We were reminiscing. John suddenly pulled out his watch, glanced at it and went to the telephone. His wife set down her coffee cup and leaned toward one of the guests.

"Did you see that lovely old Hamilton of John's?" she whispered. "Don't tell him, please, but we're going to give him a new Hamilton this Christmas."

"A great idea! How long has he had that watch?"

"His father gave it to him in 1915. He'll always remember that date exactly. You somehow do—when it comes to things like that."

A good record! As a railroad man (no doubt carrying a Hamilton that has served even longer) you'll agree to that!

Yet today's Hamiltons are more modern, of course, and just as accurate.

If some one in your family hasn't a fine watch, we invite you—we urge you—to give him (or her) one of the new Hamiltons—a watch so lovely, so precious, they will always remember this Christmas, 1930.

Perhaps you, yourself, need a new railroad watch... or a smart pocket or strap watch for those hours off duty. At any rate, ask your jeweler to show you the new gift Hamiltons. And let us send you a booklet describing them, together with your copy of the convenient Hamilton timebook. Address Department "R," Hamilton Watch Company, Lancaster, Pennsylvania, U. S. A.

(Reading down)—The new Montour—a dainty 17-jewel wrist watch in 14K white gold with cord bracelet, $75. The Perry, a smart 17-jewel strap watch by Hamilton, in 14K filled white or natural gold, $85. The Marshall, a beautiful new 17-jewel pocket Hamilton in 14K white or natural gold. With extra charge dial, as shown, $78.

Railroad Model No. 7 is Hamilton's newest "992." Distinctly modern in design, in 14K filled white gold or 10K filled natural gold. Choice of three Railroad type dials.

Hamilton Watch
The Railroad Timekeeper of America

Hear the Hamilton Watchman every Thursday night at 8:45 E. S. T. over WABC and associated stations of the Basic Columbia Network.
HOOD RUBBER FOOTWEAR
—it stands the gaff

YOU don't need to tell us. We know that railroad work knocks the spots out of ordinary rubber footwear. That's why Hood sent men right out into the yards to talk to the fellows that use rubbers, arctics and boots, to find out what makes 'em good and what makes 'em "go bad." And Hood makes the kind that stand the gaff—Extra thick tire tread soles—Bumper edges on heels and toes for additional protection—Reinforced tough uppers for longer life. All in all a quality line of rubber footwear that gives you your money's worth of honest value. Look for the Hood Arrow when you buy.

HOOD RUBBER COMPANY INC.
Watertown, Mass.

“A tough day
... without
the old pipe”

IN the electric switch tower outside the LaSalle Street Station in Chicago, Telephoners Ewald winds up his day's work. "Things have happened pretty fast today," he says, "but what of it? With the old pipe between my teeth and Edgeworth burning away in it, I should worry. For a good many years I've depended on Edgeworth to smooth out the rough edges—and it's never gone back on me yet."

EDGEBORTH
SMOKING TOBACCO

Buy it anywhere, Edgeworth "Ready-Rubbed" or Edgeworth "Plug Slices"—1c and up—according to size. Or, if you don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Larus & Bro. Co., Richmond, Va.

LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

Name__________________________
Street address____________________
City and State____________________
Over 7½ million proud and happy owners have chosen American Flyers because of some of the following exclusive features: Actual reproductions of "crack" American Trains—new Steam and Electric type Locomotives that outpull all others—Remote-Control—Reversing and Bell Ringing Locomotives—Cars have real Brass Window Trim and Fittings—Longest and Heaviest Freight Cars—and many other features.

Mail the coupon today for the big free 48 Page Train Catalog. The complete line of the newest and finest American Flyer Electrical and Wind-up Trains, Equipment, Airplanes and the famous Structo Automobiles shown in actual colors.

Compare—you will agree American Flyers lead in fun-making features and are years ahead of all other trains. Remember they cost no more. Dads, too, make Railroading a hobby.

ASK to see these new American Flyers at your Dealer's. Train book shows 16 Narrow Gauge Trains, 20 Wide Gauge Trains and complete railroad equipment.

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MILWAUKEE TYPE BLOW-OFF COCK
with its Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-off cock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal
With the approach of another Holiday Season it is again my privilege to extend cordial greetings to all the members of The Milwaukee Road family.

The year now drawing to a close has been one of the most difficult any of us have experienced. Out of it, however, has come at least one thing of lasting good — the relief work of the people of The Milwaukee Road for those of our family who, through no fault of their own, are in need. We are all the better for this work, and the extent of our sacrifice is the measure of the good that has come to us. We are showing a solidarity that could have been achieved in no other way. The finest part of it is that those who are responding to this need do not regard themselves as dispensers of charity, but as merely recognizing that a part of what they are receiving is a trust fund for others. As a result of it all we approach this Season, I believe, with more of the true Christmas spirit than ever before.

To every member of The Milwaukee Road family, including those temporarily away because of the business depression, I wish A Merry Christmas, and I look forward, with you, to a better and happier New Year.

President.
ABERDEEN, Hub City of South Dakota

O. F. WALLER
In Co-operation with Aberdeen Chamber of Commerce

ABERDEEN, county seat of Brown County—the hub of a widespread circle of the Northwest—"City of Opportunity"—lauded for its slogan, "The Aberdeen Way," typical of the spirit of the Dakotas, is the second largest city in South Dakota.

Looking backward to the beginning of things in Aberdeen, we find the Milwaukee Railroad building into Aberdeen in the spring of 1881, and the first train of cars arriving there on July 6th of that year. The city was named by the late Alexander Mitchell, the first president of the Milwaukee Road, in honor of his native city of Aberdeen, Scotland. Reaching the beautiful James River Valley, it was soon brought in settlers—active, energetic, forward-looking young men with their families—all bent on making homes on the Dakota prairies. Blazing the trail for pioneer settlers was the railroad's function in those early years. Toiling oxen and the picturesque prairie schooners were much too slow for the brave pioneers coming in "before Christmas it arrived—and to the consternation of the committee, the Christmas tree measured exactly five feet in height. What to do. The committee, however, rose to the occasion—they took possession of a new store building and set about making a tree. A heavy timber to reach from floor to ceiling of the room was erected and lath projecting in four positions were nailed to it. Then stripping the little tree, Christmas greens, rope of cranberries and popcorn and candles and lanterns were hung to the improvised tree and the festival went on with a real Christmas spirit. That tree, despite its crudity, stands out in memory as Aberdeen's first and most marked Christmas celebration.

The Milwaukee Railroad

The coming of The Milwaukee Railroad was one of the milestones of those early days; it brought a steady influx of inhabitants; it beckoned manufacture; it promoted wholesale and jobbing enterprise and it bespoke the welfare and progress of the greatest of all—the agricultural development of the Dakotas. Since that event, a century ago, Aberdeen is now a junction of nine trunk lines operating over four railway systems. Being the largest city in an area of more than 90,000 square miles its influence and reputation covers a broad field. The city's area is four square miles; the official census gives its population as 16,338; its assessed valuation is approximately $20,000,000. It has at the present writing fourteen miles of paved streets, twenty miles of storm sewer, thirty-six miles of sanitary sewer and thirty-eight miles of water mains.

Industry, Commerce and Agriculture

Its industrial prospectus shows it, the Hub City, in manufactures, in wholesale and in jobbing. Its retail endeavor is also an essential feature. Recognizing the potential power of its geographical situation, with the transportation facilities offered by The Milwaukee's main line railroad to the coast—the only one operating transcontinentally, through Aberdeen, there is excellent outlook for its growth as a manufacturing city, and it already boasts many such institutions which are leaders in their line. Aberdeen now leads the state in butter production, The Equity Union Creameries, Inc., the Beatrice Creamery Company, the George E. Mould Company and the Fairmont Creamery Company annually produce over ten million pounds of butter. Cheese manufacture is also a growing industry; and considerable canned buttermilk and buttermilk powder is made and shipped. It is also a producer of fine ice cream.

Following are some of Aberdeen's leading manufacturing concerns:
The K. O. Lee & Son, Inc., and the Hub City Iron Works are South Dakota's leading foundries, manufacturing iron and steel machinery parts, construction materials and mechanics' hand tools. The Lee Company leads in the production of hand tools that are shipped annually to Canada, Europe and Australia. The E. S. Gaynor Company is the state's only snow fence manufacturers, and this enterprise is a growing one. The Ward-Owesley Company, Incorporated, have had a very large share in putting Aberdeen prominently "on the map." Their plant, thoroughly modern, occupies nearly one-half a city block, and its bread and candy products are manufactured to capacity in operation and are shipped all parts of the country. Their candy department enjoys, moreover, a nation-wide reputation and popularity. The Coca-Cola Bottling Company and the Hub City Bottling Works also are prominently included in Aberdeen's list of industries. The Dakota Sugar Company is the largest wood-working factory in this section of the Northwest. It employs one hundred men, and its products are shipped throughout the Dakotas and Montana.

Aberdeen and the Brown County territory is the Agricultural Hub of the Dakotas. It is an empire within itself as shown by the United States Crop Report of South Dakota, wherein Brown County stands first in wheat, third in corn, fifth in cattle, first in barley, fourth in oats, eleventh in swine. The United States Bureau of Soils reports the James River Valley as containing the most fertile land in the United States, and Brown County is the center of fertility.

Because of its transportation advantages and its geographical location Aberdeen is the ideal center of commerce and trade for the Dakotas and unquestionably the most pertinent factor in the growth of the city and its territory. In the development of the agricultural commerce that of the agricultural implements concern is outstanding. The International Harvester was the pioneer on the trek of the implements to the golden wheat fields, and Aberdeen was soon recognized as the logical distributing point. Today it is a leader in sales and distribution of modern farm machinery. Each year this great company brings solid trainloads of tractors, power trucks, etc., to Aberdeen for its trade territory. The I. C. Case Threshing Machine Company followed the I. H. Company and is a powerful field of endeavor, establishing itself and developing

Main Street, Looking North
into one of Aberdeen's leading factors. It also is located on Milwaukee tracks. Others of importance are: the Advance Rumley T. M. Company at La Porte, Ind.; The Minneapolis Moline Power Company, the J. N. Brundage Farm Implement Company, Bengs & Clinton, Leach & Scholley, S. B. Ruud Implement Company, K. O. Lee & Son, Inc., Avery Power & Machine Company, Oliver Farm Plow Implement Company, and the Inter-State Equipment Company, this latter being South Dakota's largest caterpillar tractor distributor.

Co-ordinating with our agricultural trade are the following commission firms: Cargill Commission Company, Farmers' Union Grain Company, McCarthy Brothers, McCaul-Dinsmore Company, South Dakota Wheat Growers, E. S. Woodworth Company and McDonald-Wyman Company.

Indisputably is Aberdeen the jobbing hub of the Dakotas, for the vast extent

Building now stands, the beginning of the important development which now operates in a substantial, modernly constructed building located on Milwaukee tracks; and furthermore, under slightly changed names and personnel in Sioux Falls, S. D., and Sheldon, Iowa. A year ago, as further evidence of Mr. Jewett's faith in Aberdeen's jobbing future, the firm annexed the Jewett Fruit Company. Much more could be written of the service and relations of Aberdeen's wholesale and jobbing row with its hundred and odd companies interested in the commerce and trade of the city. Nor can Aberdeen's retail interests be left unspoken, for its range of business and trade cover a radius of more than seventy-five miles, and the city offers the finest and most complete shopping center west of the Twin Cities.

Serving this great alliance of manufacturing and commerce is the Northwest Public Service Company, a million-
dollar public utility corporation supplying electrical power, gas, appliances, etc., throughout the radius of which Aberdeen is the hub.

Newspapers and Magazines
Aberdeen has the distinction of maintaining the only morning newspaper in the state with a circulation serving a widespread territory. It has, also a daily evening paper. Further, it is the home of the greatest farm and agricultural periodical of the Northwest—"The Dakota Farmer," a journal devoted entirely to agriculture in all its ramifications—diversified farming, livestock, farm development work, etc.

Banking, Buildings, Etc.
That Aberdeen is truly a city of growing importance and with a bright future is evidenced by the continuous and steady growth of bank deposits, post-office receipts and investments; its buildings and building projects, etc. During the past three years a half million dollars has been invested in new dwellings, not to mention the money spent in improvements. The business concerns during the same period have invested over $2,000,000 in new buildings and major improvements. Among these local institutions are the St. Luke's Hospital, costing nearly half a million; the Combs Shop; Trianon Ball Room, one of the most beautiful of its kind in South Dakota; the Capital Theatre; The Alonzo Ward Hotel, a six-story building of fire-proof construction costing over half a million dollars and one of the state's leading and handsome hostelries; the new Presbyterian Church, costing nearly $200,000.

Churches, Schools and Libraries
Seventeen religious denominations minister to the spiritual welfare of the city and more than a million dollars has been invested in church buildings.

Among the foremost educational institutions of this part of the country is the Northern State Teachers' College, located in Aberdeen. It leads all other similar institutions with an annual enrollment of over 2,000. On its spacious campus, six blocks in extent, are ten buildings devoted to training of teachers in the industrial and mechanical trades, arts and sciences and allied branches. Central High School, two junior highs, seven grade and two parochial schools, one business college, one auto and tractor school, one school of music and two training schools for nurses make up Aberdeen's contribution to the advancement of learning.

A fine and complete public library is named The Alexander Mitchell Library, in remembrance of the first head of The Milwaukee Railroad. The library is a Carnegie institution and is perhaps the only one in the country not to bear the Carnegie name, but it is said that Mr. Carnegie desired this library to be named in honor of his Scottish countryman. Mr. Mitchell, inasmuch as the city had been named in honor of Mr. Mitchell's birthplace.

A handsome new building houses the Y. M. C. A. and offers to the youth of the city unexcelled facilities for the various activities to which this association devotes itself.

Parks and Recreation Grounds
Aberdeen has five city parks, ranging from the city "squares" to the largest, one hundred and sixty acres in extent, and all are carefully maintained. The city Zoological Gardens at Wylie Park are stocked with buffalo, elk, deer and other wild life.

Melgard's Park is the popular play-
In closing, one may speak briefly of Aberdeen as the sports' center of this Northwest. Duck, pheasant, grouse, prairie chicken abound in the outlying territory and with the fine hotel accommodations in the city for headquarters, the opportunities for successful hunting are unbounded. Fishing also offers the lure of trout, pike, bass and blue gill.

Associated with Aberdeen’s welfare and progress is a well organized Chamber of Commerce with completely equipped home, a fine country club, golf clubs, gun clubs, civic clubs and the usual list of fraternal organizations, benevolent and women’s clubs, prominent among the last named being the Aberdeen Chapter of The Milwaukee Railroad Women’s Club.

The foregoing and countless other attractions offer for Aberdeen, The Hub, the home of six hundred Milwaukee Road families, a splendid future in its business prospect and a desirable place in which to live.

The Ghost on Frenchwoman’s
Nora Breckenridge Decco

"It don’t make no difference to me which one of you goes ahead," said McGaffey, reaching over to where his lantern stood by the window ledge, turned the wick down a bit. "Fix it up with the other feller, ain’t neither one of you good nohow." And he looked over his glasses at the boy beside him. McGaffey had a mitten on one hand and a wide and thick muffler of many colors wrapped around his neck. His feet were deep in high cut-over shoes, and on top of a number of other coats he wore a heavy mackinaw, reminded those that it was winter outside, and that he had probably be out in all night, and was so prepared. No one thought anything about it, however. Winter, long trips and heavy clothes all went together.

He pushed his cap back on his head and pulled the bunch of way bills from his pocket.

"Looks to me," he said, as he separated bills from lists, and moved the frame of his lantern over on them to keep them "in the office" if any one should open the outside door, "looks to me as if I was pretty unlucky this trip, called out on Christmas Eve right when I was just gettin’ ready to eat turkey dinner, a late local, the whole division snow bound an’..." he looked again at the boy beside him, "gettin’ two student brakemen." He snapped the rubber bands again around the waybills.

"Why two?" and he grinned.

Outside the door—the station buildings and the sheds below them. Snow covered the tracks and crossing lights showed dimly through the storm. Snow drifted against the window pane near McGaffey’s elbow, and under the outside office door a small drift gathered, fed and replenished by any newcomer who braved the weather to look in on the Train Dispatcher’s office on their way home.

Christmas eve on a night like this was nice indoors, but most of the men in the office, around the stove, and against the counter, those ready for a trip or those "just got in," put off opening the door to go out again. Still, homes and Christmas stockings called and presently only McGaffey and Edwards sat across the room from one another, while the young boy who had been called to brake for McGaffey leaned against the wall, and the side table operator worked at his "mill," a green eyeshade low over his eyes,—and snow came higher against the window panes.

McGaffey leaned back against the wall on the two back legs of his chair and took his pipe out of his pocket.

"You know, come to think of it," he began, "I ain’t had no students brakin’ for me for a long time; good many years since I caught one," and he filled the bowl of his pipe with tobacco from a sack in the other hand.

"Guess I been pretty lucky after all, an’ at my time o’ life, you understand, I ain’t kickin’ on gettin’ out Christmas eve, nor missin’ that turkey dinner and not even on gettin’ two student brakemen, either, but what I am wonderin’ about is how they all happened to come, at once. Seems like one o’ em is plenty for a feller, one at a time." And punching a match along the round of his chair, he held it over the bowl of his pipe, and two tiny flames of light were mirrored in his kindly eyes.

Edwards laughed. Filling in his train sheet, the smoke from his cigarette drifted toward that from McGaffey’s pipe, and he looked across at the older man, he thought, "Mac has something on his mind and will probably not get out of tow, until he has told it," and Edwards laughed again.

The student sat down on his heels with his back against the wall. Looked like they was going to stay here for sixteen; and from what he had heard, if McGaffey wanted you to do anything he sure would tell you so. He looked at McGaffey’s lantern and turned down the wick in his own. McGaffey smoked.

"One time, good many years ago, out in Nevada, on the Southern Pacific," McGaffey began, "an’ come to think of it, las’ time I had a student brakin’ for me, too," and he leaned back a bit more comfortably in the chair, "I was workin’ west out o’ Sparks, an’ got out on my rest, an’ we had a big, heavy train, an’ ain’ it been’ Christmas eve an’ away from home, things was goin’ along mostly like they do this time o’ year." He paused and continued. "There was no snow to speak of in that part of the country, an’ no tall trees like hereabouts, so what, with none of the kind o’ weather was used to an’ I was wonderin’ whether thinkin’ it didn’t seem much like Christmas to me either."

"I got one regular man an’ one student, an’ I sent him up ahead. We had a big train an’ a helper cut pretty well back, both engines workin’ for all they was worth; heavy grade, but everything goin’ along good so far’s I knew. We got a little time on number nine, the mail train, back at Imlay, an’ little more at Gold Run, an’ I was figgerin’ we would get in the clear at Dutch Flat if we didn’t get time on em at the next open office."

And McGaffey placed his pipe back into his mouth again, and smoking, watched the fire in the open door of the stove before him.

"Well, long in there two, three miles out of Gold Run an’ we was pluggin’ along, crossed the river, there was a o’ stage stop, some log buildings an’ corrals in a grove o’ trees, willow, an’ cottonwood an’ brush an’ gully, an’ McGaffey leaned back against the wall. "They was a creek runnin’ down to the river, they called it Frenchwoman’s; an’ way back in the o’ days it was considerable of a place, an’ from all I heard a bad one, too. I remember hearin’ first trip I made by there somebody sayin’ it had been a sort o’ hang out for thieves, cattle an’ otherwise, an’ a sample o’ anything hidin’ from the law could put up there an’ no questions asked. Stories an’ murders had been laid at the o’ Frenchwoman’s door, too, in them days an’ the ghost still hung around it," and McGaffey smiled to himself.

This night I was thinkin’ how awful bright the moonlight was an’ how it didn’t seem noways like December to me, no snow or nothin’, an’ I remember thinkin’ how purty everything looked there where we was drivin’ along, and the head-end stopped like they hit a rock.
slide an' I got a god rap on my ear from the window frame in the cupola.

"Well, I got down an' started up ahead quick's I could, wonderin' what had happened an' not bein' able to see anythin' or any people, I an' they seemed like I hear a engine whistle over across the river, but wasn't sure on account o' the noise and racket from the train, but when I got up towards the head-end I see 'em all down on the ground an' it looked to me like they was wavin' their arms an' hol­ lered at that student brake'n for me up there, an' they was," and McGaffey smoked again.

"Seemed like they was goin' long at a nice, steady speed, with everythin' lookin' all right, an' Ol' Pink Whiskeys on the seat box figgerin', same as me, goin' in for nine at Dutch Flat, when here this young feller that had hired out for a brakeman, he seed somethin' ahead there a ways right plumb in the middle o' the railroad track, a wagon an' a wavin'. Yes, sir, he was certain sure he did, an' he hollered an' jumped an' hollered some more for 'em to stop an' so o' us. Ol' Pink he stopped, an' he did ..." and McGaffey paused and looked at his pipe. Presently he continued:

"Well, they got down on the ground an' when McGaffey looked for whatever the kid said he see wavin' at 'em, an' they can't find nothin' there, o' course they can't, they wasn't nothin' to find, never had been; too much moonlight, so when I got there Ol' Pink was tellin' this kid what the whole world thought, an' what the railroad thought, an' specially what brakemen, mostly students, an' specially that particular student, an' why, if they went to sleep an' dreamed things, what they had to wake up an' tell 'em for, an' why they had to wake so much racket. Edwards smoked again.


McGaffey smoked. The sidetable man told McGaffey smiled, remembering.

"Well, when Ol' Pink was gettin' in his best work an' was about to git out o' breath, we heard another whistle ahead an' we just knowed what doin' what we was, right there, an' started doin' somethin' else, an' mostly it was just makin' our train to get in to clear before nine hit us. . . . I sent the student up ahead an' round the curve to stop 'em, and he didn't like it much, middle of the night like it was an' all, we knew he thought more'n likely he'd scared him, but what might have happened an' all, we knew he thought more'n likely he'd scared him; so we let it go at that. Anyway, it wouldn't do no good for us, what ever it was," and McGaffey smoked.

A long while whistle sounded at the west end of the yard. McGaffey came down on the two front legs of his chair and reaching over, pushed the draft of the stove shut with his foot.

"Well," he went on, "just when Ol' Pink was tellin' this kid what the whole world thought, an' what the railroad thought, an' specially what brakemen, mostly students, an' specially that particular student, an' why, if they went to sleep an' dreamed things, what they had to wake up an' tell 'em for, an' why they had to wake so much racket. Edwards smoked again.

"Oh, you better brake behind this trip, kid," he said, "an' you might run into that ghost on Frenchwoman's brinkin' up ahead . . ." He looked across at Edwards, and Edwards laughed.

Acres of Diamonds in Wisconsin

A POSSESSOR of orchards, grain fields and gardens, Ali Hafed, a Persian of long ago, was a wealthy and contented man, but one day he was visited by a Buddhist priest, who told him that if he had one diamond the size of his thumb he could purchase the country, and if he had a mine of diamonds he could place his children on thrones. "If you will find the river that runs through white sands between high mountains," said the priest, "in those white sands you will always find diamonds."

Ali Hafed, grown discontented, sold his farm, left his family in charge of a neighbor and went away in search of the wretched man cast himself into the tide and perished. The treasure of Ali Hafed's farm one day led his camel into the garden to drink. As the camel put his nose into the shallow water of the garden brook, there was a flash of light from the white sands of the stream. It was a diamond. Bried in the white sands of the garden there were acres of diamonds. They had discovered the diamond mine of Golconda, the most magnificent in the history of the world. Had Ali Hafed remained at home and dug in his own cellar, or underneath his own wheatfield, or in his own garden, instead of losing his treasure undergoing starvation and finally taking his own life in a stranere land, he would have had "acres of diamonds," for every acre of that farm revealed gems wealth since have decorated the crowns of monarchs.

How many people of our great agricultural country have lived the life and suffered the tortures of Ali Hafed and, in their attempt to find "acres of diamonds," have passed up numerous opportunities for success?

In our Junior Agricultural Program of 4-H Club work and Smith-Hughes Vocational Schools we have discovered a channel through which a number of diamonds have been uncovered in recent years.

One of the best examples of accomplishment through such a program comes to light with the story of Vernon Knud­ son of West Salem, La Crosse County, Wisconsin.

In the Spring of 1923 County Agent W. E. Spriter succeeded in interesting M. M. Rowe, a member of the Boy Scouts and also the Ag Triangle, and was elected as class treasurer and also to the presidency of his 4-H Club. It was necessary to have a field project in 1924 to raise six to 10 cows on the home farm; he also tried out for the demonstration team and was selected. The following year he won first place in county competition, learned a number of valuable lessons and received enough encouragement to warrant his going ahead. The following year he raised six to 10 cows on the home farm and was awarded a trip to the state fair as a result of work well done. He entered high school in the Fall of 1924 and enrolled in Smith-Hughes work under the direction of M. M. Rowe. The increased demand for his time did not cause him to neglect his duties, as might be supposed, for he purchased two additional purebred heifers from an older brother. Vernon became a member of the Boy Scouts and also the Ag Triangle, and was elected as class treasurer and also to the presidency of his 4-H Club. It was necessary to have a field project in 1925 to be adopted by Wilson (Vernon's father) in the 4-H Club work and handled all milk, fat and lean records in two herds (total 45 cows) for one year. Vernon was prominent in school politics and made the basketball team. In 1926 he not only showed his original heifer but also offspring and was able to sell him for $300 and a trip to the National Dairy Show at Detroit. Testing the home herd was continued, giving Vernon an excellent practical understanding of the problems of a dairyman. He was a member of the Live Stock Judging Team which won first place at the State Fair. Vernon had no definite breeding plans, as his bloodlines were mixed, but he and his father decided to concentrate on Faurie
Fire Prevention

L. J. BENSON.

Fires that have occurred are constant reminders of some things that should not be done. The few "DON'Ts" suggested below may point out some of your failures in observing safe practices:

DON'T fail to keep grass cut around freight houses, stock yards and tie piles.

DON'T let grass that has been cut lie around to dry. Rake it up and burn it.

DON'T let rubbish accumulate under platforms or around buildings.

DON'T pile ashes against buildings or Telegraph poles.

DON'T use an unsafe stove pipe or cracked bowl.

DON'T flip a cigarette butt behind a radiator or locker or on the floor. Always put it out before it leaves your sight.

DON'T ever pass an empty water barrel without filling it or leaving instructions to have it filled.

DON'T leave unused clothes, old rags or papers in lockers.

DON'T spill oil when filling lamps or lanterns and neglect to wipe it up.

DON'T store lamps or volatiles where there is danger of them coming in contact with fire.

DON'T store charcoal in quantities except in a place approved for that purpose.

DON'T let dust accumulate.

DON'T use a welding outfit without clamping all surrounding woodwork.

DON'T use open flames to thaw frozen pipes.

DON'T clean engine fire boxes on side tracks and pull the train over burning coals. There are designated locations for such work.

There was an old woman
Who lived in a shoe;
Her house never burned,
For she knew what to do.
She cleaned up the trash;
The oil she hid;
She kept all the matches
In a jar with a lid.

JAMES M. HAYES

At Chamberlain, South Dakota, October 31, occurred the death of James J. M. Hayes, superintendent of work equipment, in the 61st year of his age. Death resulted from heart disease, from which he had long been a sufferer.

Mr. Hayes entered the service of the Milwaukee Road in 1891 as a stone cutter, and occupied various positions in the B. & B. Department. He was actively engaged in construction work during the building of the Coast Line, serving as tunnel foreman on the Rocky Mountains.

An outstanding piece of work accomplished by Mr. Hayes was the discovery of a steam locomotive from the bottom of the Missouri river at Chamberlain, S. D., when the pontoon bridge went out in high water. Mr. Hayes, then inspector of equipment, employed deep sea divers, and with the aid of huge logs, scows and centrifugal pumps, donkey engines, cranes and dynamite, persevered for four months, and finally brought the locomotive back to the rails. Mr. Hayes was severely injured during these operations by being struck on the head by a long arm of the crane.

Mr. Hayes numbered his friends by those who knew him. He was genial, kindly, just and efficient, and his passing is mourned by his fellow employees, his officers and his host of friends everywhere.

Funeral services were held in Chicago, November 2, and burial took place at Springville, Iowa. He is survived by his wife, two sons and a daughter, Mrs. H. Richman, of Miles City, Mont., to whom the sympathy of friends of The Milwaukee Road is extended.

Card of Thanks

Myself and family would like to express, through the Magazine, to the many fellow-employees, our deep appreciation of the many expressions of sympathy and other kindnesses that have come to us in the recent illness and death of our father, J. M. Hayes.

RICHARD HAYES.

JOHN EVANS

On October 24, at Rochester, Minn., occurred the passing of John Evans, chief carpenter, of Ottumwa, Iowa. Mr. Evans passed away after a lingering illness, and his death is regretted by a host of warm admirers and friends. On another page of this magazine is a more extended account of the funeral services, which took place at Marion, and a testimonial to the great esteem in which Mr. Evans was held by his co-workers and fellow townsmen.

MYRON MCCRUDY

On November 2, at his home in Seattle, occurred the death of Myron McCrudy, His 81st birthday fell on November 6, four days after his passing.

Mr. McCrudy was a veteran of the Southern Minnesota Division and was a 35-year service button. On account of ill health he retired from service six years ago, removing to Seattle.

Funeral services were held November 6, with interment in Seattle.
Relief for the Unemployed

Each supervising officer with the aid of his local Committee is requested to bring this situation to the attention of all of his employees so that each may know of it and have an opportunity to help out in this emergency.

The Committee urges all officers and employees of the Company to contribute to the fund to the extent of their ability, and as the winter is upon us and each day makes the situation more acute, they should, without delay, fill out one of the cards provided for this purpose, in order that these contributions may be made available at once.

Funds so collected will be disbursed under the direction of the Executive Relief Committee, with the aid of the Milwaukee Women's Club.

Executive Relief Committee:
Isabelle C. Kendall, 1st Vice-President Milwaukee Railroad Women's Club.
W. W. K. Sparrow, Vice-President.
H. F. Pierpont, Vice-President.

John Dickie, Treasurer.
D. C. Curtis, Chief Purchasing Officer.
W. P. Kennedy, General Chairman, B. of R. T.

J. H. Vanderhie, General Chairman of the O. R. T., and its administration Relief Committees the general membership of the officers and the general membership of the company, and the result of their conference was the plan set forth in the following letter, signed by the elected Executive committee and bearing the endorsement of President H. A. Scandrett:

MILWAUKEE RAILROAD
EMPLOYEES' RELIEF FUND

The personnel of the Executive Relief Committee, which will oversee the disbursement of the fund and of the local committees which are, so to say, in the front line trenches, are sufficient guarantees that the money will be wisely and judiciously handled, and that relief work will be forthcoming. The Milwaukee Spirit has demonstrated itself at the outset and it will carry on until better times come again.

The chapters of the Women's Club are co-operating with the local committees and giving them the benefit of their experience in relief work among The Milwaukee Family; to assist in investigating cases and take charge whenever and wherever the committee desires them to do so.

This will be a winter of much hardship among many of our fellow-workers, and every unselish effort to alleviate the distress brings its own blessings to those who give as well as to those who receive; and every man and woman on the railroad who has been fortunate enough to escape the necessity of joining the army and every unselfish effort to alleviate much suffering.

In these ways the women of the chapters and of the auxiliaries will find their opportunities, and they may be depended upon to measure up one hundred per cent to the demands upon them.
Our Best for Others

A Christmas Story

By Earl Lehman

"... gifts of gold, and frankincense and myrrh..."

It was the day before Christmas, and snowing, something unusual for that section of the country, as snow on Christmas day was rare indeed.

The local freight train arrived at the home terminal at four o'clock that afternoon, and the conductor, David Lonsdale, was happy.

"Mighty glad to get back this early!" he said to the brakeman, swinging himself down easily off the caboose; and making his way to the yard office.

+After the "lay up," Lonsdale left the office for his room, and on the way received more than one invitation for a Christmas eve gathering of cards at the club or poolroom. Laughingly he declined and hurried on.

At the boarding house he shaved and quickly dressed to street clothes, and musingly regarded himself in the mirror.

"Thirty isn't so old, is it? And not having a girl friend at this time also keeps me from buying another present," he exclaimed. "But let me see," he said, pulling out a drawn book, "there were fifteen old ladies there last year, and as I can't get Superintendent Cravens on the phone—I'll chance that number."

Driving down the street in his big red roadster, through the steadily falling snow, he came to a stop in front of a big store, where he purchased buckets of candy, assorted nuts, a box of oranges, and a box of books. These articles were carefully placed in his car. When he was again ready to go, it was snowing even harder, and the wind had risen, and the big white flakes quickly covered his hat and coat; struck against his face, and stung like fine sand.

When he reached the lane that leads to "Hill Crest," he discovered that the snowdrifts were more numerous, and he had trouble in ploughing through. Dusk had long fallen, and the headlamps of his car shone pale through the falling snowflakes.

Suddenly there was a screeching of brakes, a figure had just appeared in front of him, evidently trying to cross the road. It staggered again and again—then fell directly in the path of David Lonsdale's car.

He stepped out and lifted the fallen one out of the snow. Probably one of the old ladies from the home, he thought; but in this he was mistaken, for in the light of that car, he found himself looking into the most beautiful eyes he had ever seen. Then they both smiled.

"You will think me foolish," she half apologized and half explained rather breathlessly from the recent exertion, "for being out in this blizzard, but I was just returning from taking some things to a sick family down in the hollow."

She motioned a gloved hand out over the snow.

"And you live—here?" asked Lonsdale.

"Oh, yes, I haven't had time to explain."

So it happened that while David drove very, very carefully up the hill to the big white house—she told how her father had been appointed the new superintendent of "Hill Crest," and that she was home from college just for Christmas.

This was the way in which Julia Matthews and David Lonsdale became acquainted, and he was readily accepted into the Matthews family circle.

It was quite natural that this girl should assign the young man, who was so much different from others she knew, in the giving of his gifts.

He explained how he had bought for fifteen old ladies, and Mr. Matthews' eyes grew softer, and he answered sadly, "We did have fifteen dear old ladies here, but only last week one of them passed away—and we miss her very much."

The girl's eyes seemed to dance as the gifts were distributed, and David at last presented each lady with a beautiful Bible.

"That is just what I have always wanted!" exclaimed several.

"I shall always think of you when I read," said another.

"I intend to read from this book every day," said still another.

David Lonsdale had succeeded again in making others happy.

Christmas day they attended "The Alhambra," where they saw the epic of the rails, "Danger Lights," the spectacular railroad drama, which every one was talking about. They had returned to "Hill Crest," and stood for a moment on the big veranda, looking out on a world covered with snow. Everything seemed to be draped with white, everywhere it was quiet and peaceful. Then down below them they saw a railroad train appear, heard its moaning whistle, and a faint click of the rails. They silently watched it move swiftly over the country—at last disappearing in the distance.

They opened the door and entered a room of warmth, where the flames from the fireplace leaped joyously up the wide chimney.

After they had sat and watched those dancing flames, the girl finally laughed and spoke.

"Do you know this is the happiest Christmas I have ever known?"

David Lonsdale nodded and smiled.

"Why?" he asked.

"Because at last I have found someone who really believes in doing for others, first," she answered with a proud look.

"And do you know, Julia—Miss Matthews—" he confided, "that train we just saw go by is an inspiration to me! The Milwaukee Road serves the country through which it passes. Its sole purpose is to serve. I believe every loyal employee on our road really feels that urge."

The girl rose from her chair, walked over and leaned over the back of David's chair. Looking down at him with a wonderous smile, she said:

"Then I think a very good motto for us to always use would be, 'Our best for others.'"
Sixteen Years Without Injury to Himself or His Men

MEET Mr. Dan Stravrus, section foreman at Buxton, Montana, Trans-Missouri Division, who has sixteen years of service to his credit with a perfect safety record, which means no injury to either himself or any of his men during the sixteen years.

Will You Ever Be in This Situation?

By Charles York
Section Foreman, Hastings, Minnesota

The bread of dependence is bitter, when you are tempted to do the unsafe thing. Have you ever seen a crippled man accepting charity at the hands of relatives? Was it the happiest situation you have seen? What if the dependent was you? Think how the situation can be avoided now by yourself, all through the practice of SAFETY FIRST.

Don'ts

Don't undertake to carry the worries of life into your work day. An untroubled mind and a clear head are vital to the safety of any man.

Don't say, "I have no time for SAFETY FIRST," others have said the same and their loved ones have had to pay the price. A lot of them are widows of men who "Had no time for SAFETY FIRST."

Don't say, "I'll think it over." A lot of things can happen while you are thinking it over. Many men lose their lives every day "Thinking it over."

Don't say, "I will practice SAFETY FIRST tomorrow." That would be tempting and defying fate. Such delays are excuses and settle nothing. They become a habit. When tomorrow comes it is the same. Today is the day to practice SAFETY FIRST. Every day "Is today."

Don't say, "I want to get everything else out of the way first." That time will never come. We never get everything out of the way. Our obligations do not diminish, they multiply.

The Clock of Life

The clock of life is wound but once, and no man has the power to tell just when the clock will stop, at late or early hour.

Now is the time to practice SAFETY FIRST, so be determined that you will. Place no faith in tomorrow, for the clock may then be still.

Page Twelve
all happy when the month of August was completed without one of these sad affairs and all employes should be anxious to repeat that record by performing their duties in a safe manner and according to the rules. The month of December will close a successful year in Accident Prevention but we all have to admit that we would have done better. Therefore, the opportunity is placed in your hands to make a much better record in the year 1931. Why not lay plans now for the coming year? Each employe should resolve on December 31st to make it his business to go through the year 1931 without a personal injury, then, provided you will all make good and not break that resolution, we should be able to go through the entire year 1931 with the most marvelous Safety record ever accomplished by any road throughout the entire country. In accomplishing such a feat you will also have eliminated a vast amount of privations, sorrow, endured by the mothers and wives or children who are most vitally concerned whenever an employe is injured, fatally or otherwise. Remember that those most dear to you are due more consideration than you are due yourself. Picture what it would mean to them for you to have a country, in accomplishing such a feat you will also have eliminated a vast amount of private sorrow, endured by the mothers and wives or children who are most vitally concerned whenever an employe is injured, fatally or otherwise. Remember that those most dear to you are due more consideration than you are due yourself. Picture what it would mean to them for you to have a

**A Stumbling Block or a Stepping Stone... WHICH?**

Isn't it strange that Princes and Kings, and the towering cranes of sawdust rings, and common folk like you and me, ARE BUILDERS of Eternity?

A set of plans, a bag of tools, a shapeless mass, and a book of rules, For us to make, ere life has flown, A Stumbling Block or a Stepping Stone.

Fellow-employes, are you making a stumbling block or a stepping stone in the great movement of Accident Prevention on this railroad?

**In Memoriam**

James (Jim) M. Hayes

"Hail! Transfer the bearings, don't take any chances.

Use drifts in the timbers to make 'em secure,
We must make some headway—some worth while advances,"

He counseled men, that their work might endure.

The Yellowstone knew him, his vigor and voice,
Which it early confirmed at Four Seventy-eight.

Unmoved by its current, its width or its ice,
He mastered the problem—and the structure take

The throb of the engine was music unto him,
Activity's soul could his motives embrace,
The force he commanded, respectfully knew him,
Each soul knew his work-shop, his time and his place.

But of course, like most men, bent on succeeding,
When mishaps occurred that reflection would hinder
His temper ignited, distrustful of pleading,
Yet forgiveness, as such, 'twas a healing light.

And few men know better the need of a story
To lighten disaster or jolly despair,
Yet forgiveness, as such, 'twas a healing light,
And J. A. M. Hayes, bent on succeeding.

For lightsome concern to flash through the air,
But Hail! came the order from out of the distance,
The Fates had decreed that the message was right,
Like the oars he gave, It broked no re
tistance,
Leading upward and onward. LEAD, KINDLY LIGHT. E. M

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The Agricultural and Colonization Department

Lamb Feeding in Brown County, S. D.

W. E. Dittmer, County Agricultural Agent, Tells of Activities in Livestock Feeding Program

A SUMMARY of the sheep feeding development of a friend in Brown County for the fall of 1930 shows that approximately 17,300 head of sheep were secured and put on feed by farmers. The project was carried on in the county through the cooperation of the C. M. St. P. & P. Railway Company, Aberdeen Chamber of Commerce, County Agricultural Agent, in addition to the outside agencies. The men who have been particularly active in the project were J. K. Ford, Livestock Development Agent of the C. M. St. P. & P. Railway Company, Bert Coombs, Secretary, Aberdeen Chamber of Commerce; Fred Roberts, Snyder Sheep Company; J. O. Hembre, Intermountain Marketing Association, in addition to local buyers and others.

Twenty-double deck cars, including approximately 6,600 head, were placed in the county by the Snyder Sheep Company on the contract plan, giving the farmers $c a pound for every pound of net gain and the company standing 2% of the losses. The feeding was supervised under this plan.

Nine double-deck cars (2,700 head) were placed by the Intermountain Marketing Association, Billings, Montana; 7 double-deck cars (2,100 head) by the Agricultural Credit Corporation, and about 19 cars, representing 5,400 head, were purchased by farmers either direct, or through local dealers, and financed by local banks.

There are, no doubt, other sheep which were placed, but these are the ones included in the project of which we have record.

Farmers Want County Agents

November 4 Vote in Favor of Agricultural Extension Work in Bowman and Hettinger Counties, N. D.

W. L. Olson, and Walter L. Sales, County Agricultural Agents for the North Dakota Agricultural College and County Agricultural Associations at Bowman and Mott, N. D., have, during the past year, proved the value of County Agent work so that at the polls on November 4, the people voted to continue the work with county support.

The past eight months have witnessed the members of the Rock County Calf Club, and in the United States. They have shipped cattle to practically every State in the Union, to Japan, to Mexico, to South America and to Porto Rico.

This association has been in active operation for fifteen years. A large percent of the present members were charter members, and are still taking an active part in boosting their breed. Good highways, gravel and pavement, with farm fences, are in place, and the cattle can be shipped at a small cost, but a few miles of travel, and a small amount of time. About 2,000 pure-breds are owned in this small area.

$400,703 Loss to Shippers

Illinois Livestock Producers Paid This Amount by Excess of Railroad Costs

A STUDY of livestock trucking rates, made by R. C. Ashby, University of Illinois, developed the fact that in 1930 Illinois livestock shippers spend $400,703 more to haul stock trucked to Peoria, East St. Louis and Chicago, than rail service. During the year, 1,115,606 head were shipped to these markets by truck at an additional cost of 34.4c per head. Mr. Ashby states:

"Conversations with shippers indicate a realization on the part of many that rates are now so low in many instances as to preclude satisfactory profit on the present basis of operation."

Shorthorn Cattle to Montana

Rock County, Wisconsin, Farmers Sell Thirty Head to Custer and Fallon Counties

On November first, a carload of fine Short horn cattle was loaded on The Milwaukee Road, at Janesville, for shipment to Ismay, Montana. Our Agricultural Development Agent, W. R. Haver, assisted J. O. Hembre, County Agricultural Agent, at Baker, Montana, by purchasing these nine Short horn bulls and twenty-one females. The cattle were purchased from twelve different breeders and shipped to twelve Montana farmers. These Short horn breeders have developed an outstanding type of dual purpose cattle. We gave a good price for themselves and the Montana farmers. These Short horn breeders have developed an outstanding type of dual purpose cattle. We gave a good price for them, and are now selling them at prices even more than what we paid for them. The Montana farmers are now showing that rates are now so low in many instances as to preclude satisfactory profit on the present basis of operation."
The herds are cared for in a practical way and are kept to make money. This is proven by the fine homes of the respective breeders.

The above lines are to be found in this County, as well as outstanding individuals. The herds are all T. B. tested and most of them are Federal accredited.

Cattle purchased here are all ready to be shipped into any state and at time of delivery to railway yards, they are haltered, pedigreed, with health certificate furnished.

Farm to Market Roads

Shannon County, S. D., Land Owner Finances Twenty Miles of County Road C. J. HOGAN, Rapid City, S. D., is an extensive land owner in the Pine Ridge country. He is a good road booster in a practical way, as he guaranteed the financing of twenty miles of road, because the County Road Fund is practically exhausted. This road has been graded and put in fine condition for winter travel to Conata and Interior, where much of the grain is marketed from the Pine Ridge Reservation country.

The annual convention of Fifth District Farmers' Union held at Philip, S. D., on September 13, adopted the following resolution:

"Resolved, that this Convention is opposed to starting a state paving program before the farm to market roads are gravelled."

Eat More Lamb

Montana Wool Growers Appreciate Co-operation of The Milwaukee Road

IN THE November first issue of the Newsletter, published by the Montana Wool Growers' Association, Murray E. Stebbins, Secretary, Helena, has the following to say about the co-operation of our company with the lamb producers:

"The Milwaukee Railroad has started an active campaign on its dining car service for the increased use of lamb. Word has been received from D. B. Nokles, sheep stock owner and Secretary of the Montana Department of The Milwaukee, that The Milwaukee Road is carrying lamb meat on their regular menu and, in addition, they are featuring cold roast lamb for its lunches. This is real co-operation and the Montana Wool Growers' Association certainly appreciates this splendid co-operation of The Milwaukee Railroad. Every little bit helps. Every organization featuring lamb takes that much more lamb off the market, and every new member sent in gives that much more power to your State Association. The Milwaukee Road has promised its good co-operation to the Montana Wool Growers' Association in helping build up the sheep industry, and they state that they feel that they are justified in supporting the 'Eat More Lamb' campaign, sponsored by your Association."

Moses Lake Apples

Thirty-Five Thousand Boxes from One Grower

HARVEY SMITH, Neppel, Washington, will ship thirty-five thousand boxes of apples, grown on his fruit farm near Moses Lake, this season. It is a remarkably fine crop of apples, averaging seven hundred and fifty boxes per acre. This district, operated by The Milwaukee Road, is being featured in the advertising campaign being carried on by the Agricultural Development and Colonization Department. The irrigation water cost is low and the financial condition of the district is absolutely sound.

Montana Cattle to South Dakota

Agricultural Credit Finances Purchase of Sixteen Cars for Brule County

THIS shipment of high grade Hereford cattle originated on the Sheffield Ranch at our station of Sheffield, Montana. This herd of breeding cows went to the J. G. Anderson ranch, tributary to Chamberlain territory.

Increased Stock Shipments

White Sulphur Springs, Montana, Ships Two Hundred and Thirty-Five Cars

LAST year, this station shipped one hundred and sixty-seven cars of cattle. This year, the demand has been much greater, and they are being delivered to railway yards, they are being loaded and shipped to Montana Cattle to South Dakota.

In the Priest Rapids Valley

Fruit Farm Produces Wonderful Crop With High Yields

THE Shawaynee Fruit Ranch, owned by R. J. Roberts, White Bluffs, Washington, consists of forty-four acres, divided as follows: apples, 23 acres; peaches, 5 acres; apricots, 10 acres; cherries, 6 acres. The yields of the different varieties of apples ranged from 800 to 1,120 boxes per acre. There is no other type of farming that provides the intense interest and brings such remunerative returns as fruit growing. The results on this farm are very encouraging for the future of Priest Rapids Valley as a high quality fruit producing district.
THE MILWAUKEE RAILROAD WOMEN’S CLUB

Sioux City Chapter
Mrs. Robert L. Robson, Historian

HAVING survived the hot summer, Sioux City Chapter began the regular meetings in September. During the summer the board meetings were held picnic style in Riverview Park, and the Welfare work and all business was taken care of each month.

In July the annual picnic was held jointly with the “Maintenance of Ways.” Over 80 employees and families attended.

The Sioux City Chapter furnished the ice cream, coffee and hot roast beef for the dinner. The Ways and Means chairman, Mrs. Homer Snow, and committee have been busy raising money for the Welfare work.

Three benefit card parties have been given, a quilt pieced and quilted. Tickets were sold netting $24.50.

Tickets were sold on percentage basis for “Danger Lights,” a picture presented in the Orpheum Theatre, nearly fifty dollars being realized.

The October regular meeting was held Monday evening the 27th. After the business meeting a regular old-fashioned Hallowe’en party was in full sway.

Old-style costumes were worn and Hallowe’en games were enjoyed by all. Mrs. T. G. Lamdon won the ladies’ prize for the oldest dress. Louis Sazrosy won the men’s prize.

During the year so far, $400 has been expected for work. Mrs. T. G. Doster and committee have made 802 personal calls, 609 telephone calls, and 38 sympathy cards sent. Sixty dollars have been spent for street decoration and approved. The Ways and Means chairman, nevertheless, as we were hostesses of committees, etc., had been disposed of, the evening a success. It was a wonderful opportunity for our members to know that the Milwaukee Women’s Club is indeed a power for good.

To be able to meet the women of other chapters and to hear of their good works was encouraging, and the many friendships we formed will be a lasting bond.

The following day we held a luncheon in the Parish Hall, at which there were over one hundred seated. Mr. Farr and his orchestra played during the luncheon hour and we sang our club songs. The guests were presented with miniature cedar chests as souvenirs. After the luncheon the guests were taken out in cars and then to the club house where tables were arranged for cards. Our guests departed on Tuesday afternoon by the train No. 18 going east. We trust that we can make such a gathering an annual event.

The evening of November 6th at our club house will long be remembered by Miles City Chapter. A surprise farewell party was given for Mrs. Gillick and the club members responded heartily. We told her good-by, but we felt assured she will visit us often as she is third vice-president of the governing board and we are in her district. We know she will make new friends but we also know she will not forget her old friends.

Miles City Chapter
Charlotte J. Walters, Historian

At our September meeting we were all so happy and looking forward to our October meeting with such pleasure, as we planned that night to have as our guests the presidents and some members from the chapters at Marion, Mahomet, Lewistown, and Harloton.

But in two short weeks we were saddened by the news of our superintendant being promoted and transferred to another division. For this meant we were to lose our president, Mrs. H. M. Gillick, who has endeared herself to every one of our 600 members.

We must not be selfish and think of ourselves, but rather must we be grateful to her, and thankful that she came to us just two years ago at the time that we needed her most. We were a mere handful, struggling along, and so disharmonized. By her earnestness and thorough understanding she rescued our chapter and put us where we are today.

The greatest tribute we can pay her is to carry on with the same spirit that she has displayed for the past two years.

Our meeting on October 24 was truly a red letter day for us. Although we realized it was the last on which Mrs. Gillick was to preside, nevertheless, as we were hostesses to thirty-two guests, we did our best to make the evening a success. It was a wonderful opportunity for our members to know that the Milwaukee Women’s Club is indeed a power for good.

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Portage Chapter
Elizabeth Bloomfield, Historian

While Portage Chapter held no meetings during the summer the women were busy sewing in groups, making useful and pretty articles for the bazaar, which was held on October 21 and 22.

Besides the fancy goods booth, home-made candy, Chinese laundry, country store, home-made cooking and baking were on sale.

Both days luncheon and ice cream were served by the committee appointed.

Visitors to the Country Fair were entertained by music, also various guessing games and “keno,” which proved interesting, especially to those winning prizes.

Altogether we had two successful days and hope to add a neat sum to our charity fund.

On September 5 the first meeting of the season occurred. Mrs. F. P. Miller presided and outlined the work for the coming year.

After the regular order of business, reports of committees, etc., had been disposed of, the members enjoyed a social hour.

At the October meeting final plans for the bazaar were made.

The president suggested three office men: Mrs. M. Erickson, Budslen and Retenstahl as an active scout committee to assist Mr. Shoemaker with scout work.

An appeal was made for old clothing of all kinds, so as to be ready to help those in need when “winter’s breath comes cold and chill.”
Union Station Chapter
Mrs. O. P. Barry, Historian

WHILE the dramatic critic of the Chicago Tribune was conspicuous by his absence, notwithstanding an urgent invitation to appear, and we are, therefore, unable to broadcast to our readers a professional opinion, it is incumbent upon us at this time to call particular attention to the histrionic ability of some of our members who staged a very thrilling melodrama in the Union Station club rooms on the evening of November 4, 1930.

The occasion was one that will long be remembered by those who were fortunate to attend, and in passing, it might be said that the much advertised R. K. O. production of scenes along the Milwaukee Railroad has nothing on this most vivid exhibition which was staged under the direction of our capable leader, Miss Ruth Barrington.

Space prevents a portrayal of this melodrama in a manner to which it is entitled, and in conclusion, we desire to extend our hearty congratulations to the director, Miss Barrington and the entire ensemble, who gave every evidence of having gone through hours and hours of intensive rehearsal, our congratulations to the following stars: Manuel Del Popolo—Miss Grace Baldwin Zingerella—Miss Martha DeKontschleimer Misses Catherine Pasko, Patrick—Miss Margaret Pagsel

Curtains—Miss Eileen Grey
Sun.—Miss Elie Hoffman
Hours—Miss Marie Donnelly
Stairs—Miss Olga Cernak Shadovits—Miss Gladys Holth Horizon—Miss Helen Tacon

The stage settings were novel and unique, the property man gave every evidence of having received his (or her) training on the legitimate stage, and the lighting effects were such as might well be copied by some of our leading theatrical stage producers. The make-up work, under the direction of Miss Alice Saanberg, showed every indication of long experience and adaptability.

As stated above the entire company for their first performance gave a wonderful exhibition of grace, poise and versatility.

The musical numbers were thrilled by songs carrying the modern love theme gracefully and sweetly voiced by our trio Miss Helen Tarson of Milwaukee, Miss Louise Mackh of Shadows, and Miss Grace Baldwin of the horizon.

The stage setting was made possible with the splendid assistance of Mrs. J. McMahon, W. A. Densmore and George Loomis.

Marion Chapter
Mrs. J. B. Fostich, Historian

Mrs. M. J. Flanngigan, of Chicago, the first president of Marion Chapter, was an honored guest at a one o’clock luncheon enjoyed by its members Thursday, November 13. A cake with six candles centered the table, commemorating the sixtieth anniversary of the club. Mrs. Flanngigan cut the cake.

During the business meeting Mrs. Cesford explained the plans of the Milwaukee chapter, Misses R. E. R. employees who may face unemployment and privation this winter. Superintendent A. J. Elder is chairman of the Iowa Division in this work. Every effort is being made to assist those in need.

Mrs. Cooper, mutual benefit chairman, gave $10.34 to assist a needy family last month, and reports nine personal and telephone calls. Mrs. Kennedy, as sunshine chairman, made 34 calls.

Thanksgiving baskets are to be sent to needy families and a Christmas party will be held as usual for the children of employees. It will be held in the Milwaukee station Sunday afternoon, December 23.

Fullerton Avenue Chapter
Mrs. N. A. Seichert, Historian

FULLERTON AVENUE CHAPTER held its October meeting in the club rooms Friday afternoon, October 24, 1930, and a most delicious lunch was served at 1:00 o’clock.

After the business meeting the drawing for the hand-made extended place and Miss Ann Widenman, from the Car Accountants Office, was the lucky winner.

A reading, "The Trail of the Olympian" was shown, which everyone enjoyed and found it to be interesting and educational.

The first of the series of four card parties was held in the club rooms Friday afternoon, October 10. There was a large attendance, and from all reports it was a lovely party and everyone is looking forward to the next one, which will be held October 24. The other two are slated to take place on November 7 and November 21. The money to be used for charity work, and the friends and family of the members are cordially invited.

The Chapter held its November meeting in the club rooms Thursday, November 8. Luncheon was served at 1:00 o’clock.

After the business meeting an excellent program was given by home talent from the Fullerton Avenue Building. The Mears, Geo. Ehmer and F. Wichbrod each sang several selections, Miss Eileen Collins did a tap dance, Mr. Hugh Delt played several numbers on the accordion, Miss Versus Falk gave three readings, and the Roxy Trio, the Misses Eleanor Butler, Eleanor Frieden and Dorothy Roxburgh entertained with whistling and singing numbers.

The program was enjoyed by everyone. We did not realize we had so much talent in the building, and hope they can be with us again soon. Mrs. George Rector, our able program chairman, always arranges to have something different and entertaining at each meeting.

The Christmas sale of candies is to be handled by the Chairman this year. Candy from well known manufacturers will be sold at very reasonable prices.

An invitation is extended to everyone in the Fullerton Avenue Building to attend open house December 23.

Our welfare chairman, Mrs. Mortonson, and her committee, have been very busy collecting articles of clothing to be distributed among the needy.

Marion Chapter
Mrs. J. B. Fostich, Historian

MRS. M. J. FLANNGIGAN, of Chicago, the first president of Marion Chapter, was an honored guest at a one o’clock luncheon enjoyed by its members Thursday, November 13. A cake with six candles centered the table, commemorating the sixtieth anniversary of the club. Mrs. Flanngigan cut the cake.

During the business meeting Mrs. Cesford explained the plans of the Milwaukee chapter, Misses R. E. R. employees who may face unemployment and privation this winter. Superintendent A. J. Elder is chairman of the Iowa Division in this work. Every effort is being made to assist those in need.

Mrs. Cooper, mutual benefit chairman, gave $10.34 to assist a needy family last month, and reports nine personal and telephone calls. Mrs. Kennedy, as sunshine chairman, made 34 calls.

Thanksgiving baskets are to be sent to needy families and a Christmas party will be held as usual for the children of employees. It will be held in the Milwaukee station Sunday afternoon, December 23.

After the conclusion of business tables were arranged for cards. High score in bridge was held by Mrs. Eunice Lahiff and low score by Mrs. A. J. Elder. In 500 Mrs. D. S. Stewart won first prize and Mrs. L. C. Low consolation. Mrs. M. J. Flanngigan was given a guest price and the door prize went to Mrs. Agnes Smith.

Committee chairman for luncheon and entertainment was Mrs. Agnes Smith. She was assisted by Mrs. Sarahh Ham, Mrs. Grace Brown and Mrs. George Price.

Tacoma Chapter
Mrs. M. A. Seichert, Historian

TACOMA CHAPTER, on October 27th, held a most successful luncheon preceding the business session. The hostesses were Mrs. F. E. Devlin, Mrs. H. L. Berry, Mrs. W. B. Fosdick, Mrs. P. Campbell, E. P. Allen, E. G. Fowler, H. J. Medley, H. E. Petersen, H. C. Davis, R. R. Gardner, Mrs. Thompson, Mrs. M. P. Mitchell, H. W. Montague and Mary Bergan.

Miss Katherine Trimmed rendered two vocal selections, accompanied by Mrs. Harry Micklethwait, who added much pleasure to the afternoon.

During the business meeting, presided over by Mrs. F. E. Devlin, the benevolent committee reported that four families had been helped with supplies, which were food, $36.00, and used clothing valued at $10.00. Mrs. Charles Nagley offered the committee apples, and the Wonder Bread Company bread, to be used in their relief work.

The Sunshine committee reported twenty-five calls. Among the sick were Mrs. E. L. Swalley and Mrs. Chas. Slichtam, two of our active members.

The card party held on the evening of October 18th, at the home of Mrs. Harry Micklethwait was a very delightful affair, with more than forty present. Bridge honorees were awarded to Mrs. Micklethwait and Mrs. F. E. Devlin. At Five Hundred Mrs. Frank Pitt and Mrs. Chris Schmidt won the prizes.

The chairman of the Ways and Means Committee, Mrs. H. F. Love, who planned the party, reported net receipts of $9.65 for benevolent work.

Mrs. Harry Hatch, chairman for the rummage sale held October 21 and 22, reported net receipts over $52.00. She was ably assisted by Mrs. A.蒙, Mrs. R. L. Love, F. A. Allman, A. J. Kroha, Chris Schmidt, M. A. Seichert, F. E. Devlin, H. J. McNabon, W. A. Dennsmore and Geo. Loomis.

A letter from the general governing board complimented the Benevolent Committee of Tacoma Chapter for their splendid relief work.

Janesville Chapter
Mrs. Louis Michael, Historian

THE regular meeting for October was held in the club house, with Mrs. Hunter presiding. About the usual number of members were present. The chairman of the finance and welfare committees both reported having been very busy making a great many personal and telephone calls. Donations of old clothing were asked for, to give to those in need of clothing. A Harvest Festival was held in the passenger depot October 16. Old time dances were in order, with the W. C. L. O. Male Shimmers' orchestra furnishing the music. Pumpkins, pies, doughnuts and cider were sold. About 50 couple were present, and all voted having a good time.

Mrs. Stearns was the chairperson of the card party, held October 22. Cards were played at 15 tables. No further business, the meeting adjourned.

The club met November 4. Not many members present, as most of them were at home getting ready to attend the second of a series of old time dances, which the club is sponsoring to raise money for welfare work. Bills were read and a motion made that an order be drawn on the bank for $500, which will be held by Mrs. Frank Pitt and Mr. Chris Schmidt.

A letter was read in which all chapters were asked to do all they can to help all the unemployed men and their families. The resignation of Miss A. Child as Recording Secretary was announced. A club roll was read and accepted. An auditing committee
Two of our members, Mrs. Kenney and Mrs. Ellison, are improving after undergoing operations at St. Anthony's Hospital.

Mrs. Engman, chairman of the Ways and Means Committee, and her committee conducted a rummage sale recently, and quite a sum was realized.

In October the club was able to render assistance to several families.

Des Moines Chapter

J. McC., Historian

DESMOINES CHAPTER held its regular monthly meeting in the Club Rooms, on Friday evening, November 7.

The meeting was preceded by a Pot Luck supper, served to forty-three people. At our last meeting the suggestion of charging each family a small sum of money in addition to the dish furnished, was brought before the house and it was decided by popular vote to try this means of realizing funds. Committee chairman reports $10.50 collected. All present reported an enjoyable evening. Mr. Palmer, general car foreman of Sioux City, and Mrs. Susan McGovern, mother of the chief clerk, superintendent's office, guests at the dinner.

A very interesting business meeting was called to order by our President, Mrs. L. L. McGovern. Reports from all committees show the club interested and active in the welfare of their fellow workers.

SIOUX

Additional Muni.

SIOUX

MASON CITY CHAPTER held its regular meeting in the club rooms October 28. A pot luck supper was served at 6:30, and the meeting or med at 8:00 p. m., with Mr. Guy Davis, president, presiding.

The regular routine of business was taken up and reports were given by each committee covering the work performed during the past month. Might say in this regard that if you do not attend the meetings you are not aware of the work the club is doing. In other words, don't stay away and say what's wrong with us.

Many interesting facts were brought out by the Executive Board at their meeting in Chicago on October 2, all of which were well defined in their minutes, which were read by Mrs. E. J. Paxton, secretary.

Plates are being made for the annual banquet which will be held in the club rooms November 19. As this is an annual affair of the club we are looking forward to a large crowd, and we hope our receipts will be equally as large. It is through these affairs that Mason City Chapter has always been able to meet the needs of our employees that might be in want.

This write-up would not be complete without giving you the facts of our ANNUAL MILWAUKEE DANCE, given in the Mason City Armory, October 24. This was a real success and as nothing is a success without a real leader, then we will confess it was our leader, Mr. P. E. Gallagher, agent who steered us through to victory. We netted about $150.00 profit. It was an exceptionally nice dance and was enjoyed by all. Our decorating committee—Mrs. Ingelham, Mrs. Smith, Mrs. Davis, and Mrs. Ramsey—being ably assisted by Mr. Larson, Mr. Titchler, Sr., and Jr., Mr. Mutsecker, Mr. Wele and Mr. Harding, changed the orchestral shell into the rear of an observation coach, which, in other words, was a reproduction of the "SIOUX," the Milwaukee's crack train through Mason City. All in all it was a success from beginning to end, and we thank every one for their efforts who contributed in any way to making it successful.

A novel means of replenishing our treasury in the effort to aid the needy during the coming winter was suggested by Mrs. W. L. Finucane, chairman of the Ways and Means Committee. She asked that every one save their pennies, 10 of them measure a foot, let us see how many feet of pennies we can collect by our next meeting. Those who cannot come to the meetings can send their pennies to the Superintendent's Office; be sure to enclose your name and address. Just think of how much good we could do with a mile of pennies, and surely none of us would miss one foot of pennies, or even two, or three feet. Come, now, let's all work together and see the "FEET" grow. Look in next month's CLUB ITEMS for latest report on the "MILE OF PENNIES."

Don't forget our next meeting, to be held in the club rooms, Friday evening, December 5. We hope to have an interesting program.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE regular business meeting of the Twin City Chapter was held Monday evening, November 3, in the club rooms in the passenger depot, Minneapolis.

After the several chairs had submitted their reports, a pound party planned by the entertainment committee to assist in the filling of the Thanksgiving baskets to be dis-
tributed by the Twin City Chapter produced very satisfactory results and will merit very material help.

The entertainments chairman sponsored a program for Hallowe’en. Games and prizes were awarded for the most original costumes.

One of the important activities of the Women’s Club this year will be in connection with the relief work. The management of the Milwaukee Road is working in conjunction with the Women’s Club in furnishing plans to assist with less fortunate employees and their families.

One of the methods adopted to raise funds for your work is the Twin City Chapter by participating in the sale of tickets for the motion picture “Danger Lights” to be shown at the R. K. O. 7th Street, in Minneapolis, and the President, at St. Paul, during the week of November 15-21. Every Milwaukee employe will want to see this picture and it is expected that a very substantial sum will be realized.

We again wish to remind the club members and all employees who have surplus wearing apparel that the Women’s Club will be very glad to receive it and distribute it where needed. Anyone having any surplus clothing will be grateful to the governing board for any assistance it can give.

The entertainment chairman sponsored a program for Hallowe’en. Games and prizes were given for the volunteer help extended to us by the governing board. We wish to express our sympathy to the families of Mrs. Gregg and to Mr. Smith, both of whose homes were burglarized, for getting water to the club house and keeping the lawn in shape during the summer. Upon a suggestion by the chairman, the women’s club members were asked to patronize only those who use the railroad. Our club spirit is fine. We are planning another membership party November 7 for employees. Everybody welcome.

Sioux Falls Chapter

Mrs. T. P. Cavanaugh, Historian

Sioux Falls Chapter held its annual picnic at Terrace Park with a very good attendance of members and their families. It was a beautiful day for a picnic, and games and contests passed the time, after which old friends renewed acquaintances. Each family brought a covered dish and sandwiches and the committee furnished coffee, ice cream and a delicious baked ham. All pronounced it a very enjoyable affair.

Death entered the home of one of our members and took Mrs. Gertrude Dennis, one of the charter members of our club. Mrs. Dennis died from pneumonia from a silver which entered her finger and passed away before her friends knew she was sick. The Women’s Club went to her home and served supper for the family and relatives. The women also took charge of the flowers and many furnished gifts for the mourners. Mrs. Dennis will surely be missed from the club and from the department in which she served.

The club is still active, and is planning many good times for its members during the winter months, and is on the job if any family needs help.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met in the club house October 30. Plans were discussed to take care of the needs for relief which may come during the winter months. Mrs. A. Bude was appointed to take charge of the used clothing drive. It was emphasized that warm clothing is especially needed this time of year, and that these garments have served our purpose to pass them on to assist some one in this time of depression. The special committee who sponsored the October card party, reported a very pleasant afternoon and that $10.00 had been realized from it. Another card party is planned, to be given in the near future.

A glowing tribute to the life and work of Miss Clifford, your charming personality will be greatly missed by Dubuque Chapter.

Mrs. A. E. Boak was appointed chairman of the Membership Committee. The best wishes of Dubuque Chapter are extended to Mrs. Meyer and Mr. and Mrs. Johnson and families in their new homes, and also to our little Marie, who was ever ready to extend a helping hand whenever called upon. Miss Clifford, your charming personality will be greatly missed by Dubuque Chapter.

Mrs. Bensch has the fancy work booth, and Mrs. W. in charge of the flowers and many furnished gifts for the mourners. Mrs. Dennis will surely be missed from the club and from the department in which she served.

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St. Marys Chapter

Mrs. Charles I. Leonard, Historian

OUR monthly meeting was held at the club house October 21, with about 20 members present. The report by the chairman, Mrs. May, on the social evening October 6, at a small charge of 25 cents, was very much of a success socially and financially, and everyone reported a good time.

The chairman of the Sunshine committee, Mrs. C. H. Burt, reported many calls made to the local hospital, delivering many magazines to those confined there. The club voted thanks Mrs. Smith for the beautiful flag and hope, and to Mrs. Riemann for all the work donated to improve the club house, and to Mr. Smith, the caretaker, for getting water to the club house and keeping the lawn in shape during the summer. Upon a suggestion the chairman made for getting inquires of the merchants as to whether they are using trucks or the Milwaukee R. R. to haul their produce into St. Marys. A complete report of the club members will be asked to patronize only those who use the railroad. Our club spirit is fine. We are planning another membership party November 7 for employees. Everybody welcome.

Dubuque Chapter

Mrs. W. O. Wright, Historian

DUBUQUE CHAPTER met in the club rooms, Temple Hall, Thursday evening, November 6, for their regular monthly meeting. Mrs. Wright, chairman of the first sausage-kraut dinner given, announced that the dinner was a great success.

Great plans are being made for our annual bazaar, to be held in the Temple Hall, Thursday afternoon and evening, November 20. A dinner will be served to the public at noon. A cafeteria supper will be served in the evening.

Mrs. C. A. Reisch is chairman of same. Also, a card party will be held in the after­noon. Mrs. Kathryn O’Connor is chairman. Mrs. O. Wellman has charge of the bake sale. Mrs. Bench has the frozen meat booth, and Mrs. Geo. Graf the candy booth.

The annual Christmas Party for the Milwau­kee families will be Thursday evening, De­cember 18. A pot luck supper will be served. A playlet, under the direction of Miss Luella Millar, program chairman, will be given. We are all looking forward to a very enjoyable evening, as Miss Millar’s programs are always entertaining.

Dubuque Chapter regrets very much the loss of Mrs. A. Meyer, who moved to Green Bay, Wis., where Mr. Meyer is superintendent of the Superior Division. Mrs. Meyer was president of Dubuque Chapter for more than 4 months, and has always been one of the dependable and willing workers, and her friend­ly manner and genial smile will be greatly missed by all.

We shall also miss Mrs. E. H. Johnson, who with her family has moved to Savanna, Ill., where Mr. Johnson is civil engineer. Mrs. Johnson also has been a very willing and de­pendable worker. She was chairman of the Sunshine Committee for two years, and for the last year was chairman of the Membership Committee.

The best wishes of Dubuque Chapter are ex­tended to Mrs. Meyer and Mr. and Mrs. Johnson and families in their new homes, and also to our little Marie, who was ever ready to extend a helping hand whenever called upon. Miss Clifford, your charming per­sonality will be greatly missed by Dubuque Chapter.

Mrs. A. E. Boak was appointed chairman of the Membership Committee, to complete the unexpired term.

A memorial service was conducted by Miss Luella Millar, November 23. The memorial tribute was paid to the following departed voting and contributing members:

Martin Galvan, Mrs. Hysom, Al Koch, Mrs. E. Glucks, Mrs. Sarah McVay, Mrs. E. McGivney, William Ernst, Mrs. H. Maltholland, E. Flannelberg, R. Oldridge, M. Kness and James Kees.

A glowing tribute to the life and work of Mrs. M. M. Thurber, the first president of Dubuque Chapter, who passed away in Sa­vanna, Ill., was paid by Miss Millar. A beautiful poem read by Miss Millar closed the service.

Wausau Chapter

Mrs. W. W. Esselte, Historian

THE meeting was called to order at 2:30 p.m., October 21, since our president was attending the meeting of the General Governing Board in Chicago on our regular meeting day. The committee’s reports were submitted. Several calls were made and plans sent to scatter a little sunshine to those who were ill. Our adopted orphans were reported as properly clothed and provided with books.
New Hats, New Coiffure and
New Leather Togs
Elinor Corcoran

If you have tried getting a hat this fall, you must know how trying some of the styles are. A hat that is set far back on the head is hard for the majority of women to wear—and most of the hats are worn that way this season. Besides that, so many hats are either too large or too small in height. The reason for such difficulty is the result of the problem milliners are having in designing their winter hats. They seem to know little more than we do about what the hair-dressing style will be for the coming season. A popular French milliner states that he has had ever so many ordered hats refused because “Madame has decided to let her hair grow or to cut her hair.” It seems that even the Fair’s hair-dressers are no big help in solving the problem—they advocate a different coiffure for most every hour of the day until they, madame and the hair-dresser are all in the same class.

The latest idea for one’s coiffure seems to be—short for the day—not so short as a year ago, but still short—and for evening a little chignon will be attached at the back of the neck, just a tight roll or a bunch of curls. This is necessary with the long evening frock.1 These little “chignons” are easily fastened on by means of patent clips at either end. M. Antoine is very much in favor of the false bit or a bunch of curls. This is necessary as the spoken word should follow thought; when hasty words are given wing; the tongue when unbridled, in memory its words will sink, when peace is sought. Eternity will not remove the ugly scar. Left by the sting. Remember, be not hasty to condemn; the truth may lie some other way. We do not feel regret for words we thought, and then, did not say.

New Uses of Leather

The most surprising fashion news that I have heard for many seasons is that about the new uses of leather. While leather has always been valuable for clothes, and now it is in demand for sport clothes, it is no longer confined to jackets and heavy winter coats. Some of the new leathers are so light they might be mistaken for cloth. There are golfing suits that have either a circular leather skirt or a tweed skirt covering leatherweight suade knickers. As you can see—an outfit like that would not have to be for the golf course only, but could be for skating and hiking as well. Zipper fastenings are used on blouses, skirts and pockets. The attractive points about these leather outfits are that they are weatherproof and washable; they may be had in any of at least forty colors; they are not cumbersome and plain as the old leather coats were, and they are so cleverly treated that they can stand hard usage. One firm prides itself on the fact that even ink flows off their leather goods without staining them.

We also sometimes wonder about hats—are we going to step out on the street bedecked with feathers, flowers and wide brims? I think not. It is true that crowns are lower and hats are worn farther back on the head, but that won’t lead us to plumes and posies—not the business girl at least. Another point—the best houses are not using trimming except Mrs. Agnos, who uses a great deal of velvet ribbon in pink, turquoise blue (turquoise blue, by the way, is a very popular color with the black ensemble) and burnt orange; Maria Goy, who uses little feather pieces, and Margelle Lely, who uses small buckles and ornaments of bone or metal. So you see, without their sanction we cannot be lead to extravagant and superfluous trimming. Patou shows many exquisitely wide-brimmed, soft, velvet hats for formal afternoon wear.

Many times we speak, before we think, and as the spoken word should follow thought; the tongue when unbridled, in memory its words will sink, when peace is sought. Anguish and explanation will not suffice by far; when hasty words are given wing; Eternity will not remove the ugly scar. Left by the sting. Remember, be not hasty to condemn; the truth may lie some other way. We do not feel regret for words we thought, and then,—did not say.

If you cannot say something without offense, when speaking of your fellow-man; if in thought you must upbraid, then silence is the better plan. Earnestly and in sympathy condemn his act and then forget. Should the circumstances force your scorn; feel but compassion for the man, his conscience yet will prove his thorn.

Henry Seeger, Agent, Morley, Iowa, and Grandson, Richard Albert Fritz

6997. Girls’ Dress. Cut in 5 sizes: 6, 8, 10 and 12 years. A 12-year size with long sleeves requires 1½ yards of 36-inch material. With short sleeves 1½ yards will be required. The waist portions of contrasting material requires ½ yard. To finish with ruffled edging or lace will require 3 yards. Price 12o.

6995. Reindeer. Cut in one size, and will require ½ yard of material 36 inches wide. The saddle requires a piece of cloth or felt 39 inches wide and 5 inches long cut crosswise or lengthwise. Price 12c.

6721. Ladies’ Smock. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4½ yards of 39-inch material. For contrasting material ½ yard is required 36 inches wide. The width of the smock at the lower edge with fullness extended is 2¾ yards. Price 12c.

Good Things to Eat

Quick Puff Paste. Work one tablespoon of lard into one cup of flour, using the fingers lightly, then chop in with a knife. Mix with a small quantity of cold water. Use the water sparingly, putting in only a small quantity at a time and mixing with the flour, until the mixture makes a smooth dough. Pat and roll out and continue until three-fourth of a cup of butter has been used. Roll, shape, chill. All lard may be used instead of the butter, following the same plan of mixture if preferred, and using only two-thirds cup of lard.

Caramel Potato Cake. Cream one-half cup of butter, add, beating constantly, one cup of sugar, two well-beaten eggs, one-half cup of milk and one-half cup of hot riced potatoes. Beat thoroughly and add one cup of sifted flour mixed with two level teaspoons of baking powder, one-half teaspoon each of cinnamon and nutmeg; one-half cup grated chocolate and one-half cup chopped out meats. Turn into a greased and floured cake pan and bake in a moderate oven fifty minutes. Remove to a cake plate and cover with fudge frosting.

Some Cake Fillings

Cream Filling. Mix three-fourths cup sugar, one-third cup flour, pinch of salt. Add two eggs, slightly beaten, and one-half cup of cream. Cook in double boiler fifteen minutes, stirring constantly until mixture thickens. Cool and flavor.

Fudge Cream. To one cup of cream filling add two-thirds cup praline powder. For this, put one-half cup of sugar in small spider and stir constantly until reduced to syrup and slightly caramelized; then add two-thirds cup chopped nut meats and a pinch of salt. Turn into a slightly buttered pan, cool, peel and pass through a strainer.

Caramel Filling. One-half cup sugar placed in one-eighth pan and stirred over fire until melted, and color of maple syrup. Add one-half cup of the caramel syrup to one and one-half cups scalded milk. Cook twenty minutes, stirring constantly until the mixture thickens. Add one beaten egg yolk and one-half teaspoon vanilla.

Marshmallow Paste. Three-fourths cup of sugar and one-fourth cup milk, heated slowly to boiling point without stirring, then bell six minutes. Break one-fourth pound marshmallows in pieces and melt in double boiler, add two tablespoons hot water and cook until smooth; then add the hot syrup gradually, stirring constantly. Beat until cool enough to spread, then add vanilla flavoring. This may be used for frosting.
The Magic Christmas Tree  
By Ted

FAR away in a mountain country, a little village clung to the hillside, its few houses clustering about an old mill, and from the hills came a mountain stream that poured through the village. The water wheel kept the millstones grinding, grinding, grinding the grain that the people of the countryside brought. In the days of peace, the stream leaped and laughed and bubbled in silvery beauty down the slopes and dashed gayly to its task on the millstones. In winter it drew a filmy veil of ice across its face, but underneath its veil it still sang, in a quieter voice, its song of service; and all the while the miller hovered over the grinding stones, and as the meal poured into the bags placed to receive it, he sang a merry song. He was a cheery, kindly man, and he loved the village folk. If the season had been a good one, and there had been work for all, they brought their grain to mill with silver in their pockets to pay the good miller for his service; but if the crops were poor or the work for people, they still brought their small store of grain, knowing the kindly old man would not be too hard on them. The miller went well, for the millstream sang its brave little muffled song under its icy veil.

At peace the villagers lived, one with another, and the years passed by. The old miller went away to sleep on the hillside with his forefathers, and a new miller came to the mill. From the outside world he came, and he brought with him new machinery and new ways. He caused to be set up over the hills tall poles, on which men stretched bright copper wires; they hunked old little glass lamps that glowed with a bright light when the men turned a mysterious key; they unhooked the old millstones from the big water wheel, and presently another little key would start the millstones a-grinding. It was all strange and wonderful to the village folk, but soon they came to understand that electricity was doing the work of grinding the grain, while the willing little stream was turning the wheels that made the electricity.

The new miller built himself a great, fine house up on the hill, and his children came down to school and to play, sometimes, with the children of the village. His children were not like children of other men. The miller and his wife were good people, but they had different ways of living and different ways of thinking, and of speaking. They brought to their new home a queer little family of three plain and simple people, in whom the love of service still dwelt. They were Anton and Elizabeth and their little son, Emil. Anton worked the farm, and he could find employment—sometimes in the mill, and sometimes on the farms, knowing the kindly old man would not be too hard on them. It was much more satisfying to him to keep the millstones grinding, grinding, grinding the grain, knowing the kindly old man would not be too hard on them. But Emil did not get better, and day by day Elizabeth would wheel him out into the little yard where the big millstones made wagon, where he could watch the other children running by on their way to school, or over to the playground where he could see them play. Emil watched them all, eagerly, and whenever any of the older children stopped beside his little wheel, he would ask about the boy. In a few days after that the big car stopped at the little house where Emil and his parents lived, and a nice wheelied chair was lifted out. Emil and his mother were happy and thankful, because after this Emil could wheel himself out into the yard to watch the children, and sometimes on a rainy day to be strong enough to wheel himself over to the playground. That service, slight enough, in the big house, filled Anton and Elizabeth with heartfelt gratitude, and Anton spent many days helping at the mill when he was really not needed, because he wanted in some way, to show his gratitude for the kind attention to his little son.

One pleasant afternoon in the autumn, a Stranger came into the village, walking, with a pack on his back. He stopped in front of Emil, who was sitting in the front yard waiting for the children to go by on their way home from school, and asked the lad if there was an inn in the village. Emil was thin and low, and his face was lit with the kindliest smile, Emil thought, he had ever seen. When the Stranger had gone on his way, Emil came to his mother that a "beautiful stranger had just gone by." Emil came running out, thinking to see the lovely man. The little boy saw a lovely little girl, and was surprised to see only the re­treating figure of a dusty and strange man going up the street. But she laughed with her little son because the boy seemed so happy that the Man had stopped to speak with him. "Why, Mother," he said, "the Man spoke to me so gently, and when he went away he thanked me for just telling Him how to go to the inn, I felt just as I do when I am called to dinner!"

Elizabeth kissed her little son and ran back into the house to get their supper ready, for Anton would soon be there.

The Stranger stayed on in the village and went about the countryside always with cheery words and smiles for the little ones, and kindly greetings for the elders. Soon everyone got to know His tall, lean figure as he hailed about among them, and whenever they stopped for a word or two with Him, it was as if a benediction had descended on their heads, so gracious and kind was He.

The fall days wore into winter, and Emil's outings were fewer and fewer because he could not sit out long enough to watch the children at their winter sports, and then the good Stranger would come daily to the cottage and sit beside the Strangers. The children were surprised at the stories; but when it was time for supper He rose and bade them good night, with thanks for their hospitable wish that he would share with them. There was little enough for the three, the Stranger knew, and so He always withdrew. The village folk had seen that the Stranger was partly his own fault, because he gave of his small store when asked; that none ever left his door hungry, and always the wayfarer was asked 'n to what warmth there was. They said if he would give away less, and not use up his wood to warm every beggar who came to town, there would be more for Elizabeth and Emil. But Elizabeth and Emil did not complain. They were glad, too, to be of service in their humble way.

As Christmas drew near, the children of the village were full of plans for the great festival; and daily, the Stranger could be seen walking home from school with a crowd of eager youngsters all clustering of what St. Nicholas was going to give them, because he was the one who brought it into Anton's gate and knocked at the humble door, the Spirit of Christmas sent to grace and comfort all. There were no steamy pots of good things on the stove, no odor of crisp cakes in the air, and no preparations for the filling of the stockings, for indeed, there was nothing in the purse and little in the larder that year. The Stranger took note of this, quietly, and then one day, the week before Christmas, He sent word around to all the children that He would have a Christmas tree in Emil's front yard, where the boy could be wheeled up to the window and see it. He told the children to bring down, each, a stick or a branch of any kind and wrap it up in it, to put on the tree; and great was the excitement. Emil's thin little cheeks were flushed and his eyes were alight when the big tree was brought into the yard. The kindly Miller sent down some men to put in electric lights, and to the little boy it was as if the lights of all the stars themselves hovered over the place. The tree was lighted with the party on Christmas Eve, and all the children adorning their little wish boxes. As they gath-
ered before the Stranger, He took the boxes and placed them on the tree, and then He turned to Anton and Elizabeth and asked for theirs.

With reluctant hands they handed out a tiny package, which they said was all they wished, while Emil’s was still wrapped in a wisp of pure white paper which the Stranger had brought him.

When they were all gathered, the tree was lighted, the Christmas Carols were sung, and as the sweet strains of “Silent Night” floated out on the air, a great White Light seemed to stream out of the sky, coming down and enveloping the tree in its wondrous glory. The Stranger, standing in the Great Light and smiling at the children, began to take the wish boxes down. To this one and that one, as they came in order, He handed the boxes, telling the children to open them as they received them. It was truly a Magic Tree, for in every box as they were opened, was the very thing wished for; and as the boxes were handed around, the astonishment gradually grew into speechless wonder, but every exclamation of joy was stilled as finally the little package of Anton and Elizabeth was handed down, and just as they began to unwrap it with trembling fingers, with a glad shout little Emil came running out of the door crying, “Mother, Father, see; I can walk, and oh, Blessed Stranger, it is to You we give the thanks.” Then he reached eagerly for his little white package which the smiling Stranger was holding in his hand, and as he took it, the little cottage grew warm and beautiful in the White Light that shone over the tree, and the bright light of a sparkling fire danced on window pane and wall. Then with a great shout of gladness, all the village folk turned to render their thanks and longings to the Blessed Stranger, when behold, the Magic Tree and the Stranger had disappeared, and only in their place was the Great White Light with the little house bathed in its light and the happy boy running and jumping about among his laughing playmates. But ever after that, where the tree had stood, there remained the White Light, the benediction of the Stranger.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER met on October 6. The regular order of business was followed by a program consisting of dancing by Miss Ruth Phelps, and vocal solos by Mrs. Wilkins, Mrs. Hunt, and Miss Cynthia. There was a good attendance.

The regular November meeting was held on the third of the month, a large number attending. Several young ladies from the high school band furnished the entertainment. Plans were made for a hot lunch and food sale to be held on November 4. The sale was held in a vacant store building, and was well patronized and very successful financially.

The Chamberlain, S. D., Group

Etta Cechman, Secretary-Treasurer

A GROUP of Milwaukee women at Chamberlain, all of them interested in the work of the Women’s Club, have been working during the past year in cooperation with the chapter on the West I. & D. Division. They have a membership of ten, which is not sufficient to constitute a separate chapter, but they have an organization and “carry on” enthusiastically and efficiently.

They had a very successful year, and closed in the summer with a lawn picnic for the members and their families at the home of the president, Mrs. Craig Wilson.

At the first meeting of the year, January 14, 1930, six dollars was the amount in the treasury; and at the meeting the following were elected: Mrs. Craig Wilson, president; Mrs. Walter Johnston, vice-president; Mrs. L. B. Hughes, welfare chairman; Mrs. J. E. Cechman, secretary and treasurer.

During the year ten bouquets or potted plants were sent to sick or convalescing members of the railroad family, two messages of plants were sent to sick or convalescing members of the family, a hospital and burial bill was paid, and a hospital and burial bill was paid during the illness and death of one member of the family.

Food sales, and the sale of a quilt netted $11.65, and at the close of the year, after all bills were paid, there was left in the treasury the sum of $15.25.

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Harlowton Chapter

Ora Halvorson, Historian

HARLOWTON CHAPTER held its regular meeting Monday, November 4, after which a social game of bridge was played, with Mrs. Buckley, our president, winning high favor.

The Ways and Means committee are planning a basket social this month. Hope they put it over big.

At Christmas we are planning a Christmas tree for all the Milwaukee kiddies of the Harlowton Chapter.

The Relief committee spent fifteen dollars and sixty-seven cents ($15.67) on relief work this month.

Butte Chapter

Mrs. H. C. Johnson, Historian

Butte Chapter is without a permanent home at the present time, giving up its delightful club rooms for offices for the various departments to be moved here from Deer Lodge. However, plans for another club room are forming, and the Chapter will hold its meetings at the home of members for the present.

The November meeting was held at the home of the president, Mrs. H. Porter, with a good attendance.

A typed list of clothing on hand for distribution will be sent out. We have already had some calls for clothing.

A hospital bill paid has been part of our recent relief work for employees.

We shall have a very sincere and hearty welcome for our club friends who come from Deer Lodge, and anticipate a delightful time with them at our December meeting.

On account of the sudden and untimely death of Mr. Max Obst, Mrs. Obst, our historian, tendered her resignation when she left Butte, necessitating the appointment of another historian to fill out the unexpired term of Mrs. Obst.

The sincere sympathy of the Chapter and all other employees goes to Mrs. Obst in her bereavement. The Chapter regrets the loss of such a willing and capable member.

Miles City Shop Force, with R-K-O Picture Men in Miles City Yard

Page Twenty-three
Wisconsin Valley Division Notes

Lillian A NINE-POUND baby girl arrived at the home of Mr. and Mrs. F. C. West on October 29.

Mrs. Ferd Lehrbas has returned from Chicago, where she has been receiving treatments for a number of weeks at the West Suburban Hospital. The condition of Mrs. Lehrbas is very much improved.

Mrs. Harry Nosenberg, Mrs. Carol Siezen- nep and Mrs. J. P. Sutherland were Wausau visitors during the past week.

Mrs. Charles Harbough has returned from Rochester, Minnesota, where she has been receiving treatments at the Mayo Clinic for the past five weeks. Mr. Harbough accompanied her home.

Mrs. Charles Lattimer, Mrs. George Streeter, Mrs. James O'Brien and Mrs. Bertha Buerke attended the state meeting of the Engineers' Auxiliary, which was held at Superior recently. Mrs. E. T. Enkhausen of Minocqua, a member of the Wausau Auxiliary, also attended. A splendid banquet and election of officers was held during the meeting.

Mr. John Simoncic was hostess to her birthday club Thursday afternoon. Prizes at cards were won by Mrs. Harold Chase, Mrs. Joe McQuine, and Mrs. Jay Campbell. Hal­ rother, Minnesota, where she has been receiv­ ing treatments and is reported as getting much better. The funeral took place Friday, No­ vember 7, and was conducted by the Masonic Order at the Wausau Masonic Temple. The services have cast a gloom among all the employees. Syrup­ pathy is extended to Mrs. Billington and family by the division employees.

Miss Gertrude Conklin, who is attending school at the Stevens Point Normal, visited with her parents, Mr. and Mrs. C. H. Conklin, over the week end.

J. W. Heid, trip dispatcher, is off duty on account of illness. We wish him a speedy recovery.

Fifteen sables of cards were played Thurs­ day, October 30, at the Milwaukee Railway club rooms. Prizes in five hundred were won by Mrs. Martin Simonson, Miss Mable Helke and Mrs. Jule Manhart. Winners in bridge were Mrs. Ralph Newell, Mrs. Tom Lane of Merrill, and Mrs. L. H. Monahan.

Mrs. E. Lemay of Tomahawk visited with her daughter, Mrs. N. J. McKinley, for a few days.

The Kraft Phenix Cheese Company is com­ pleting the enlargement of their plant for the production of melted milks. We are hop­ ing they can see their way clear to make this improvement, as it will mean consider­ able business for us in carload lots.

The cranberry season is on in full force, and we are having a nice business for refriger­ ator cars from Cranberry, Menomonee and Mather. We are also loading a good many refrigerators with potatoes from Harshaw and New Harshaw.

The Pittsville paper recently published an article in which it appeared to be very much interested in a pottery plant to be erected at that place for the manufacture of flower pots and various other pottery ware. This looks like a prospect for very good business and we hope that it will materialize in the near future.

Safety First meeting was held in the Club House at 7:30 p.m., November 6, and was very well attended. Fuel Conservation meet­ ing was held Friday morning at 10:00. In­ tensive Loading meeting was held Saturday morning at 10:00 and was conducted by W. L. Emick, manager of Refrigerator and Claim Prevention. Another meeting will be held at Wisconsin Rapids at 7:30 p.m., November 11.

Kansas City Division

C. M. G.

THE Kansas City Division did not appear in print in the November issue of the magazine due to the news items going astray enroute to the printers. Let's hope for better luck in the future.

After three and one-half years with us, as our guiding officer, Mr. H. F. Gibson departed on October 31 to assume his new position as superintendent of terminals in the consolidated office in Milwaukee. The announcement of his leaving was received with deep regret, and his many friends and business associates, as well as employees on the division, lamented the fact of his being transferred; however, we realize that the change is to his advantage and we wish him much success, and an abundance of good fortune in his new position. On Monday evening, October 27, Mr. Gibson was the guest of honor at a dinner in the private dining room of the Ballingall Hotel, given by the Kansas City Division staff and department heads. Attending the following division representatives: J. S. Aduit, Kansas City; Harry Zane, Tulsa, Oklahoma; Paul Van Maren, Des Moines, Iowa. Other out of town guests were: Assistant Superintendent J. M. F. Anderson and D. R. Davis, Kansas City; P. E. Beutell, Chicago, and A. C. Tobahag, Chil­ licotho, Mo. Master Mechanic Hannon and Trainmaster Givens arranged and planned the affair, Mr. Hannon presiding at the dinner. Each guest expressed his regret at the loss of Mr. Gibson as our superintendent and wished him success in his new field, realizing that "our loss would be their gain." He was pre­ sented with a beautiful Connell chair, stool and a bridge lamp. On the day previous to departure from Ottumwa the employees in his office informally presented him with a desk set, as a token of their appreciation of his kindness and friendship.

Mr. P. H. Nee, formerly superintendent of the Harlingen and Dakota division, came to our division to succeed Mr. Gibson. We hope to satisfactorily carry out our duties under his supervision. We welcome Mr. Nee and his family to our division and know that we will find us agreeable and congenial, and enjoy making their home in Ottumwa.

On Friday, October 10, Mrs. H. F. Gibson was the honored guest at a one o'clock lun­ cheon, held in the Women's Club building. The club house was attractively decorated for the occasion, variegated fall flowers being used. Following the luncheon bridge and bunco were played, Mrs. Fannie Wilson holding high score among the bridge players and Mrs. H. L. Webber winning the bunco prize. Committee in charge consisted of: Mrs. V. C. Lawson, chairman, assisted by Medesenas Jas. Mor­ lock, Mike Reynolds and Vern Grubbs. Mr. Gibson was presented with a beautiful silver bread tray by the members of the club; she had been actively engaged in the work of the local chapter, and had donated freely of her time and efforts in assisting to make a success of the club.

We experienced the loss of another of our very popular officials on this division in the death of John Evans, who died at Rochester, Minnesota, in the Colonial Hospital, on the morning of October 24. Mr. Evans had been ill for about three months, and previous to his going to Rochester had been a patient in the Ottumwa Hospital for a short time. He had entered the employ of the Milwaukee railroad in 1888, as a bridge carpenter, passing through subsequent changes until in March of 1921, when he was promoted to the position that he held at the time of his death. Mr. Evans is survived by two sons, John Raymond, of Anacortes, Texas, and Hugh Evans of Tulsa, Oklahoma, and one daughter, Margaret Evans of Ottumwa. Dr. R. Emory Beatham, pastor of the Methodist church in Ottumwa, was in charge of the funeral services, assisted by the Rev. Wilford C. Keeler, pastor of the Method­ ist church in Marion, from which church the services were conducted. The pallbearers were: F. M. Barnokes, J. W. Sowder, W. H. Vos­ burg, R. R. Lowe, L. Koehly, Mike Reynolds, and the honorary pallbearers were: H. F. Gibson, W. C. Givens, M. P. Hannon, L. H. Wilson, A. Yapp, T. H. Burle, J. F. An­ Page Twenty-four
Jerson and P. M. McGuire. Many friends from Kansas City, Chillicothe, Ottumwa and other cities attended the funeral. Also, a large crowd of co-workers of Mr. Evans joined Mr. and Mrs. Evans in Ottumwa to attend the services held there. Mr. and Mrs. O'Connor, sister-in-law of Mr. Evans, accompanied by Mrs. Bowen on this trip.

A special train, manned by a volunteer crew, with the equipment furnished without charge by the railroad, conveyed those who wished to attend the services to Marion; 89 persons were accommodated on the special. The volunteer train and engineers, who made the run on the special, were: Frank Harker, engineer from Ottumwa to Cedar Rapids; Edward Keating, engineer from Cedar Rapids to Marion and thence back to Cedar Rapids; Wm. C. Johnson, engineer from Cedar Rapids to Ottumwa. 

Fireman Pat Johns made the complete round trip from Ottumwa to Marion and back, and fired the engine both ways. Mr. Evans was held in high esteem by everyone who knew him, and his death is mourned by many.

On October 24 occurred the death of Mrs. John O'Connor, wife of passenger brakeman, at her home in Davenport, Iowa. Miss Fern belle Brun, daughter of Mr. Raymond Benn, operator at Washington, died on October 14. Her death was caused by neuritis. Mrs. Benn is survived by her parents; one brother, Joe, of Des Moines, and two sisters, Miss Doris of Richland, and Mrs. Maurine Woods of Washington. She was a member of the Eastern Star and a very popular young lady.

Chief Clerk J. W. Sudwer spent a week of his vacation during the early part of October in Excelsior Springs, Missouri. Henry Bowen, assistant division accountant, went to Council Bluffs on October 13 to attend the Grand Council of Royal & Select Masters of Iowa. On October 28 attended Grand Chapter of the Eastern Star, of which he is a member, at Des Moines, and thence back to Cedar Rapids; Wm. C. Johnson, engineer from Cedar Rapids to Ottumwa.

As Father Time rolls on hunting season follows golf, and we learn that some of our cohorts in A. E. Lodge's office are what you call nimrods—Mr. A. E. Albrecht spent his vacation hunting pheasants in Nebraska, and we understand that his trip was highly satisfactory and most enjoyable. 

Miss Rosemary Stevens, also Joe Kopec and Sally Johnson, assistant cashier, and Mr. Gibson,夫人 of the engineering department, and Rudolph V. Moore, sales representative, were united in marriage. The employees of the Engineering Department extend their congratulations to Mr. and Mrs. Johnson. On Saturday, November 2 the girls of the Engineering Department entertained Miss Wheelier at a luncheon at the Hotel Bijouac.

Transportation Department

We haven't appeared in print for some time due to the fact that news was rather scarce, however, business is picking up.

Mrs. Hazel Sohn was hostess recently at a dinner party, given at her home in Ewing to a group of the girls in this department. Orange and Yellow, suggestive of the fall holidays, decorated the dinner table.

Much interest was centered around her baby, Robert Harry, who became somewhat agitated during the evening when the girls insisted upon playing with his toys. Aeroplane busco was played following dinner and prizes awarded to Marilyn McNickolas and Dorothy Hallaways.

Lou Amandra Fraenzen is the proud possessor of a beautiful sparkler, received recently. Edward Patrick Barry of Bentenville is the lucky boy. Best wishes, Lou, you will have to give that party before you can expect any shower.

We are looking forward to seeing some more ducks around the office. Jerry Pettis and Rosemary Stevens also Joe Kopeck and Sally Patterson, all of this office, have been seen together recently, hence our comment and expectation.

Hold your breath fellows, Don says he is going to entertain us after the holidays.

Twin City Terminals

Mechanical and Store Departments

TRE I. & M. Division has been assigned to Master Mechanic John Turney, effective October 1, 1930.

Tuesday, October 31, the Eastern Star gave a card party at the Masonic Temple, Bloomington and Lake Street, and I. & M. Division Engineer A. C. Brooks won the first prize for the gentlemen, which was a thermostat, and Mrs. W. C. Blase, wife of Traveling Engineer Blase, won first prize for the ladies, which was a large salad serving plates. Five hundred was played.

Mr. M. Medinger, boiler foreman at St. Paul, has been duck hunting and must have had very poor luck, as none of the men working with him even saw a feather.

I. & M. Division Engineer M. J. Daver passed away November 10, after being confined to the hospital for some time, and was buried at Austin.

Engineer C. Groves is taking a leave of absence for the winter and has gone to California.

River Division Oliver Bremse is also taking a leave of absence.

The hand-fed engines are being taken off the I. & M. Division and being replaced with stoker-fed engines.

Engineer A. Sandy Smith is taking an early get away for the land of California.

There is big money up on the Minnesota-Wisconsin football game, and we expect to get some more of that good old Wisconsin money back here in Minnesota, like last year. Mr. W. W. Schabak was a tailor at Minneapolis in behalf of this Safety First issue during the month of November.
Dubuque-Illinois Division Notes  M. J. S.

We wish to extend our condolences to Mr. W. M. Thurber and relatives in their recent bereavement, Mrs. Thurber having passed away on October 21 at Savanna. The loss of Mrs. Thurber is felt very keenly on the Illinois Division, at which point she organized the Dubuque Chapter of the Woman's Club and carried on at Savanna as president of Savanna Chapter for three years.

The consolidation of the Dubuque and Illinois Divisions has caused some rearrangement in the Superintendent's Office at Savanna, which is located in the Gydeson Hotel, old partitions having been torn out to make room for the additional force necessary. The Engineering Department was moved to the Car Department building, across the tracks from the Superintendent's Office.

President A. D. Pierce, to welcome the new personnel of the Illinois Division. Mr. C. F. Donald, superintendent; Mr. E. H. Johnson, division engineer; Mr. F. E. Galvin, chief carpenter; Mr. C. F. Kinney, chief clerk, and Mr. C. J. Eleeman, division accountant—and while some of the faces are new to District No. 1, Mr. Donald, Mr. Eleeman and Mr. Kleinman are veteran employees having at one time worked in the Superintendent's Office at Savanna.

There has been a lot of stories around lately about Roadmaster McMahon being a game warden. Understand he put on a little show in South Dakota one day and almost got away with it. It seems there were two gentlemen from Indiana—wait, Mr. McMahon will tell you all about it.

The Milwaukee Railroad, in conjunction with the D. R. & I. N. W., have undertaken a big improvement in the realigning of the tracks near the west end of the Governor Bridge, Davenport. The tracks formerly were on a level with the streets and crossing each other. To make it a level crossing quite a bit, and it was also a dangerous crossing. The tracks are being relaid under the first span of the bridge, necessitat-
ing the excavation of a large amount of ground. It is also planned to extend the double track from the foot of Blvd Street to the other side of the Government Bridge.

In my capacity as Assistant Yardmaster, I extend a welcome to Mr. W. M. Thurbur, our new assistant superintendent at Davenport.

Broadcasts from Station "WGC"

It is reported that John Barry got almost as big a kick out of F. E. Brown's Christmas toy as did Browloe himself—from a Juvenile No. 5.

And now comes word that Robert C. Wilson, bill clerk, is again in quest of a framer and more untrammeled market in which to purchase men's apparel, firearms and gun cracks. It is said that there has been some interference by the state game wardens with Charlie's recent outbitters' operations—the Spearhead Co.—because of an alleged spinning of fish. However, that may be, rest assured Charles will get his geegaws, even though he has to bootleg them in.

Ray Keister and his Coles recently played the Rabbits and were defeated by that team, the Rabbits scoring 73 runs, no errors, home left on base, "while the local town didn't even get a hit, allowed a profusion of passes, though this was partly due to several spectacular double plays. Thanks to a rudimentary knowledge of surgery, they dug most of the shots from each other's shins before starting on their eastend journey homeward.

Towerman F. Brown, we understand, has broken the whistle that he received with his last uniform from the old T. E. freight house. He has and placed an order with that firm for another pair, so as to have something to hang his Christmas tree. 

George Rutherford Hayes Correll, bill clerk, Savanna Yards, celebrated his 20th birthday November 11. Understand an armistice was signed between Cyclone McCue and One-Round Swan...son ended in a draw and One-Round has an advantage. 

The roadmaster's and chief carpenter's office have also moved from the old T. E. freight home to the passenger station, being quartered where the dispatchers formerly were. In fact we are all moved about and there ought to be a guide to show the stranger around.

Harold Schutman of the Signal Department is the proud father of a baby boy who arrived last month. Harold, on first look, expressed some doubt as to whether he would ever grow up to be a man, like his papa, but you should remember, Harold, that is the way you got your start.

One Nordquist has just bought himself a new home, getting a good buy in a brand new house. Should have a house warming, 1'd say.

Daisy Webb and Florence Hall journeyed to Kittitas last Sunday, to spend the day at the home of W. M. (Doc) Evans. They report one time and brought Doc back to Tacoma with them. Kittitas seems to be quite a popular town since the Evanses moved there. All the Nixons have been there at some time or another during the shooting season, and everybody has such a good time that Doc really ought to start a hotel. Yours truly was one of those favored to chase the birds from one field to the other last month.

Understand Dick Wende, with a crowd of young ladies, got lost in the fog while returning from the Safety First meeting in Seattle last week. Tried to turn in at a couple of roadhouses but that is excusable when you have to follow the curbing.

Ben Hiddleston, formerly extra gang foreman, Coast Division, was in the office the other day and surely looked fine. Has been on the sick list for a long time but has now gained about eighty pounds and sure looks fine. Hope he continues to improve.

You will have to address Margaret Olson's mail to Mrs. Arthur L. Green, Los Angeles, Calif., from now on. Guess the boys hadn't better write any more either. Yes, she put handcuffs on the deputy sheriff and took him to the Little Church of the Flowers in Los Angeles on October 18, and there two beating hearts were made to beat as one. 

Happy days, Margaret.

T. E. McFadden is back on duty as chief carpenter, and we are all glad he's back.

Frank Welch is also among us as assistant chief carpenter, and that makes it seem more like old times again. Frank told me this morning that his war department would arrive today. Don't know what he referred to but the weather around Green Bay did not agree with Mrs. Welch at all, and we know she will feel at home in Tacoma.

Mrs. Carrotte is back on the job, having pumped Florence Matteson as chief clerk's steno. Miss Matteson in turn bumped Betty Gunther and so our aurora-haired miss has gone back to the valley. Ethel Cushing, division engineer's steno, is also among the missing, her job being forgotten during the consolidation.

**Watch Deserves A Good Chain**

*You've worn a Simmons Chain, most likely, for a good long time. In fair weather and bad, every run, all day, it does a man-sized job for you and your watch. But maybe you need a new one... Why not show this advertisement to your wife as a suggestion for a Christmas present?*

Your watch inspector, or any good jeweler, has a wide assortment of chains from which she can choose. Prices are reasonable too. And for many of the finer standard railroad watches, you'll find Simmons Chains especially designed! The green-and-white gold-filled chain illustrated is 5199, made for the 23-jewel combination Bunn Special, model 26, and costs $9.75 alone... And to make things even, you might give her a Simmons bracelet or necklace...

**SIMMONS CHAINS**

Page Twenty-seven
We were all shocked to hear of the death of Geo. M. Hayden, formerly chief dispatcher to Geo. S. S. Whittemore has been playing in hard luck quite frequently of late. Sam went up the mountains after grouse not long ago and pulling up his pant leg to show everybody the usual, when an S. O. S. came in that a family subscribe generously to the community chest and let someone else take the relief to needy M. later asking Ruth Fullerton a loyal Milwaukee man gets for hanging around our competitors. Ry. and came out second best. That's what the loss but understand the car got mixed up with a wig-wag signal on the Northern Pacific bile of the Buick variety. Seems to be some family. In some unexplained manner the: of the depot each day· that bears a striking of spuds from the Kittitas Valley and some which makes business better. The balance of N0W I know that it was so hot and dry sick: list for a short time, is eonsiderably bet. son. This lets Jack Desmond out of the last of the month we had had about 300 cars believed him while he was gone and now Carl is· working at Cedar Falls office and he has bumped into the moving of the roadmaster's office from Cedar Falls office and he has bumped into Seattle freight. Roadmaster Anderson, who has been on the sick list for a short time, is considerably better and has taken a trip back east and we all hope will be fully recovered when he returns. Ray Fink has a new De Soto sedan. Ray certainly knows his automobiles, but he better make sure that he doesn't hop in the wrong car next time. tomorrow night from the Ochil house, for there is another one parked in front of the depot each day that bears a striking resemblance.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

Willie

NOW I know that it was so hot and dry back East that my last month's notes dried up and blew away, for they were not in the Magazine and I sure had some sent in; and besides that I made a trip as far as Minneapolis and looked for them all the way there and back, but nothing in sight. Oh, yes, during the stay in Minneapolis I called on Mr. and Mrs. Floyd Sterling. They are very comfortably located and doing well. Yes, and they didn't forget that I liked to eat steak.

According to the present plans, the Superintendent's Office forces will be moved, to the rooms over the depot at Butte, formerly occu-pied by General Superintendent D. E. Ros-siter. This will be rather hard on several of the force who own their own homes in Deer Lodge.

Mr. and Mrs. C. S. Daniels are taking a two months' trip through the East and Central States. They will visit a daughter in New York and a son in St. Louis.

Mr. and Mrs. John G. Macdonald have moved to Deer Lodge, Mr. M. having taken the Deer Lodge switch engine.

E. O. Waldrum has bid in the Avery helper in place of Engineer Macdonald.

F. H. (White) Buhman has returned from a month's visit to St. Louis.

Mrs. Thompson of Alberton is visiting at the home of her daughter and son-in-law, Mr. and Mrs. Emmett Peterson, in Deer Lodge. Emmett is yard clerk in the Deer Lodge Yard.

H. E. Arnold attended a meeting of several of the Grand Lodge officers of B. of L. F. & E. in Chicago the past month.

By this time next month we should have the address of all those who are to leave Deer Lodge with the move of the Superintendent's Office. Dispatchers Chaff, Weatherly and Grogan are expected to take places in Harlo and Mossville.

Mr. and Mrs. E. L. Hopkins have returned from a trip to visit Mr. Hopkins' relatives in New York state. On the way they picked up a nice new shiny car. Let's go.

Milwaukee Terminals

 Allow us to introduce Master Terrel Hanstad, son of Mr. and Mrs. Theodore Hanstad, storekeeper at Milwaukee. Terrel is conversing with the daisies, who won't tell.

Engineer Thomas P. Casey has been elected president of the local lodge, B. of L. F. & E. A more conservative man they could not find, and one who always has a good word for his fellow man.

Congratulations to Caller Thomas McCarthy at the Shops, who was married September 11. Mr. and Mrs. McCarthy will be at home to their friends after November 1 at 2032 Mt. Vernon Avenue.

Deepest sympathy is extended to Harvey Zunker, whose mother was killed in an auto accident.

We hear a rumor of the approaching marriage of Switchman William T. McPurtin. The engagement of Miss North Milwaukee has been opened for traffic with gates and gate- man on east side of crossing.

Superior Division. Conductor Ed Smith found a pair of mittens in deadhead caboose No. 8326, Milwaukee to Green Bay, and returned them by way of Frank Stubbe to Dan M. Stumpf, the owner, who sincerely appreciates this courtesy.

We would like to tell you the story concerning Bill Stark and his ride in a cemetery, but you had better ask him.

Harvey Zunker has a new car, and on his first appearance with it since three months ago he met up with the above.

We all join in extending to Superintendent H. C. Gibson a hearty welcome to the Mil-waukee Terminals.

A very Merry Christmas and a Happy New Year to you all!

Iowa—Middle and West

Ruby Eckman

MRS. HANNAH GILLIGAN, wife of Engineer John Gilligan, died at her home in Perry October 5, following a long illness. She was 72 years of age and beside the husband is survived by six children. One son, Harold, is employed in the shops in Milwaukee. The Gilligan family have made their home in Perry for many years.

Engineer Frank Johnston was down east in October making the acquaintance of a great grandson who makes his home in Boston. Soon after his return home he was advised of the arrival of two more great grandchildren. Frank had a fine trip and returned to Perry ready for work until cold weather arrives.

The Ladies' Auxiliary of the O. R. C. held a very pleasant all day session in Perry Oc-tober 21 when the vice-president of the Grand Lodge was with them as instructor. Their luncheon at noon was served by the Women's and Means committee of the Wisconsin Women's Club at the club house.

Mesdames E. J. Patton, E. Hendrickson and J. Bross, all of Mason City, came down to Perry the latter part of October to attend a house party given by Mrs. Victor Hansen, her first gathering in her new home.

Mrs. J. M. Barnes, wife of one of the Iowa Division engineers, died suddenly at the family home in Perry October 22. Mrs. Barnes had been in her usual good health and had been about her work all day. Shortly after supper time she was stricken with a heart attack and died within a few minutes. Two children were made in Perry, at the sunset hour in accordance with a wish she had often expressed.

Lieu. Claude Hamilton, who has charge of the work in the Aberdeen territory, was in Perry to spend a part of his vacation, the latter part of October.

Engine 1136, one of the smallest type switch engines which has been employed in the work around Perry roundhouse for some time, has been ordered to the scrap pile, and left Perry recently. The moving of the engine from the assignment on the Iowa Division
calls back many memories to engine and shop men who took their turns at keeping the engine serviceable and our place.

David Thomas, who has worked for a long time on the roundhouse force at Perry, can discard his alarm clock now, as he has decided to retire and take advantage of his membership in the Pension Association. The last day Mr. Thomas worked at the roundhouse the boys sent him downtown with the roundhouse foreman and engine and thoroughly outfitted him with a new suit of clothes and everything to go with it, as a little token of the high regard for him. Now when he dresses to go to church or other gatherings he will have pleasant memories of the men with whom he worked so long.

Maurice Callahan, son of Machinist Emmett Callahan of Chicago, who formerly worked in the Perry shops, died October 9 following an illness of nearly three years, resulting from a gunshot wound inflicted when he and his brother were playing with an old gun which was supposed not to be loaded.

The second annual birthday party of the Milwaukee Women's Club was held on October 16 and was a successful affair.

Engineer Lon Morgan was in Chicago the fore part of October for the second operation on his eyes, and returned home greatly benefited.

Barbara was the name which Engineer and Mrs. Orville Balsbaugh gave to their new daughter born October 7.

Older Milwaukee employees who worked on the Iowa Division a number of years ago and who were acquainted with Robert Stillman when he was in the Iowa Division as a machinist and engineer, will be sorry to hear of his death which occurred at Easton, Pa., the latter part of October.

The passing of another old-time member of the Milwaukee family was recorded when Mrs. Mart Applegate passed away at her home in southern California and was brought back to Iowa for burial. Mr. Applegate was for a long time general yardmaster for the Milwaukee at Perry.

A Milwaukee passenger engine opened the season on pheasants in Iowa October 18 when a large male bird struck the headlight of the engine on passenger train No. 8. The bird was not hit into the light so that it was removed with difficulty. Another engine had to be furnished at Perry on account of the damage done to the headlight and reflector.

Mrs. Elizabeth Hallerman, daughter of Engineer E. C. Hallerman, successfully passed the civil service examinations for junior typist and was appinted to a position in the Veterans' Bureau in Washington, D. C. She took up her work the latter part of October.

James Jones, son of Engineer D. Jones, a young man who took his training as a machinist in the various shops on the Milwaukee, was recently offered the post of mechanical inspector for the Russian government. James has another offer he is considering but may decline to accept the foreign post.

Frank Hanes, wife of Conductor Hanes, in the loss of her mother who passed away recently.

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Page Thirty
Mrs. Voss, wife of Boardman Voss, has returned from a visit with her son at Miles City.

I don't care what anybody says, my dog is just as smart as Conductor Kilpatrick's dog. Why, they are brothers, and six months old, and they are just as homely as the other is. Just because Conductor Kilpatrick's dog comes over to visit my dog and goes home without anybody coming after him, and my dog goes over to see him and they have to bring him back at the end of a big log chain . . . can you beat it, the reason why they have to carry him home is because his legs are so short they can't get over the big rocks in Mayor Workman's main street, I think. Anyway, he is a smart dog, the neighbors will tell you that. He never does the same thing twice, unless it's a cat or chickens he see. Are all Scotch terriers alike? Ask Mrs. Kilpatrick.

Des Moines Division Items

Conductor W. W. Kelley went pheasant hunting the latter part of October, near Yankeetown, S. D., and was very successful, bagging eighteen pheasants.

Conductor C. H. Meyers was called to Waterloo by the death of his mother, which occurred on November 8. Mrs. Meyers was 92 years of age. We wish to extend our sympathy to Mrs. Meyers in her great loss.

Miss Ruth Berman, who has been with the linotype machine. After leaving the Des Moines Republic, where she learned to operate the linotype machine, she held positions at Estherville and Clarion. It is expected that Lyle will handle a large amount of baggage without much effort, now that he has a happy home and a bride to welcome him at the end of the day's work. (E. H. reports the groom was atired in the cow's tallow blue for the occasion, and was wondering if this was why his uniform appeared so clean of late.)

From the Cross Roads of the World

Robert Bair

On the evening of October 27, 39 officers and supervisors of the Terre Haute Division held a banquet at the Terre Haute House in honor of Mr. L. F. Donald, superintendent, who was transferred from this division November 1.

A fine program of music was enjoyed during the repast, and Mr. Bert Beasley, company solicitor from Indianapolis, Indiana, acted as toastmaster. Responses were given by Mr. W. G. Bowen, assistant superintendent, Mr. E. G. Passage, master mechanic, Mr. P. M. Fagan, division freight and passenger agent, Mr. E. H. Pfafflin, division engineer, Mr. J. H. McDonal, train master and Mr. J. L. Tompkins, safety inspector. Mr. H. A. Smith, our chief train dispatcher, was silent, as usual. As a climax of the evening Mr. Donald was presented with a walrus traveling bag as a token of esteem from his co-workers.

Mr. J. H. Valentine, our incoming superintendent, came to our division November 1. We welcome Mr. Valentine, and hope his stay with us will see the Terre Haute Division bigger and better than ever in every way.

Mr. Walter Wesley Bates, traveling engineer, otherwise known as "Bubbles," spent several days in the country hunting quail. We understood he was quite successful.

Iowa's comment on an item from the banks of the Wabash shows they appreciate high-class literature. No doubt, they read Shakespeare, too. We like to hear from you all much often. We shall send you a nice box of grape fruit and oranges, which are just getting ripe down here.

Store Department Chargeouts

With the coming of wintry blasts, Donald can remove the fly swatter from the back seat of his Chevrolet. Might we suggest screen doors on your car for next summer, Don? Thus saving the swatter.

Pat looks too darling in that new suit of his. Wait 'till he dons his soft fur collar — Ain't nature grand?

Wonder what Aaron ever did with the umbrella he always carried in the chariot?

Our Goody has been asked to favor the Milwaukee readers with a little message, and please stand by. Here it is: "Hiu?" "Why?"

Joey, the halfback on our bowling team, has resigned. Howard, who plays forward, is still going over big. We need a fast third baseman and a caddy. Then watch our smoke! For particulars see New York Times.


Freddie Hollis chimes: "Yingle, Yingle."

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Black Diamonds from West Clinton
A Merry Christmas and a Happy New Year to all—so says the garlic gang from West Clinton.

Emerson Hopewell, of Danville, paid us a brief visit last month.

Billy Tahor, it seems, has gone in for diamonds. Her girl said, “Give me a ring sometime, Bill,” and in his excitement he turned over that new $225 sparkler. Oh, well, we believe he will get it back.

It is reported that engineer O. M. Kuhns, on a hunting trip November 11, walked nearly 30 miles without any luck.

Engineer Grover Sullivan has been seriously ill for the past several days, and we wish him a speedy recovery.

Someone whispered, “Is that a policeman in the yard master’s chair?” Oh, no, that is the yard master himself, with his new winter cap and vest on.

We note some new faces on the west side at this writing, namely, O. S. Hadden and Edgar Eaton. Mr. Pickhart still holds his old post on this fast crew.

M. P. Emhart and C. D. Armstrong, of the two “Red Ball” trains, south from West Clinton, say that they are now handling larger trains than ever before known on this division, and many of these cars are expedite freight, too.

We’ll wager there won’t be a rabbit or quail left after such sharpshooters as the following get done hunting this fall: Peek Wallace, M. L. Hewitt, Guy Kelley, Carl Ditto, Clint Nash, Charles Lindsay, O. S. Hudden, Slim Reynolds, Cassel Kohns, George Bain, Andy Hart, Wilbur Tindall, Bob Stewart, Jim Latchner, George Holloway, O. M. Kohns, W. C. Glass, Ben Douglas, T. Crist and others.

Some time ago we introduced Jack Purkey, the coming lightweight boxer from St. Bernice, to the magazine. Well, Jack was in Chicago on November 3rd and 4th, and on this latter date won his first knockout. The Illinois Athletic Club awarded him a large gold trophy cup as the most popular boxer to appear before that club. This good looking youngster is the son of Conductor L. W. Parker.

Dubuque Shops Jingles

"Oooh" To the families of Frank Healy, Otto Wellman and Henry Beckius, Dubuque Shops, we extend sympathy. These three veterans answered the "Final Call" recently.

Mrs. W. M. Thoeb, first president of Dubuque Chapter, Milwaukee Women’s Club, passed away at her home in Savanna on October 20. Our sympathy goes out to her family.

Like a rose with fragrance rare,
Her presence is remembered—everywhere.

Mr. Ted Meyers, one of our faithful Dubuque Shops employees, who passed the 55 year mark with the Company, has joined the ranks of the Milwaukee pensioners.

Dear Santa Claus:
Once again we make our plea, (you know what to save for me). Our wishes and wants are many this year, don’t think us “swiftish,” Santa, dear. Bring us the items listed below, and watch us our appreciation show.

Big Bill Pabst wants an Austin car; one to carry him near and far; with instruction book marked just how to twine—his legs and arms the wheel behind.

Frank Schneider must have without delay, a Model T Ford Shift, "cause, Santa, says—Frank has a new Oldsmobile rig and the doggone shift is way too big.

And to Johnson Dilworth (you’ve known him for years), the other day a workman found him in tears. He was trying to bore some square holes through, and the bit he was using just wouldn’t do. Bring him a tool that will do that work—and the job be before he’ll never shirk.

To Napoleon, Columbus and Washington were wise old birds in their day, but there’s only two boys in this day and age to whom Case Ball says “Hooray.” They are no other than Amos and Andy—deep ’em in Dubuque some day, and Santa, I’m telling you truthful, Case will call it a holiday.

Bring Fay Eastman a great Northern Os-trich—he’s hunted them far and wide, but up to the day of this writing they keep away from his side. Also a gun to shoot pheasants, the one he has now is N. G.—his aim, of course, was just perfect, but he got the bark from a tree.

Send an autographed pose of Hack Wilson to Jack Lyons (his double), please do. Jack’s thinking of giving up cutting bolts. I would if I were Jack, wouldn’t you?

And Santa, our gang at Savanna, the accountants and clerks, you know, that recently were transferred there, give them a very good show.

Santa, when you go to Milwaukee and down the chimney climb, take from the shelf of a foreman a nice new shining dime. Bring it down my chimney to cover some bitterness red that a certain (ex-Dubuque foreman) annexed his last visit—suff said! (L. E. H. You should have known better than to try to slip that over on your Aunt Lucille.)
Splinters from the Wooden Shoe

“Browning”

DUE TO the illness of our correspondent, Miss Catherine Browning, we have not had any news in the magazine for the past two months, and have decided until her return to the office, it will be up to the rest of us to furnish the news items. In the first place, we are pleased to report that she is getting along nicely, and expects to return to work soon.

One of the important events that took place recently is that our Superintendent, Mr. J. H. Valentine, has been transferred to the Terre Haute Division, with headquarters at Terre Haute, Ind. This transfer took effect November 1, and a farewell party was held in his honor at the club rooms of the Women’s Club, which was attended by about 85 employees, and Mr. and Mrs. Valentine were presented with a gift. Mr. Valentine came to this division January 1, 1928, and during the period of his superintendency of this division a number of improvements have been made, namely, the faster freight and passenger train service between Green Bay and Chicago, also the construction of the new automobile dock and storage warehouse at Green Bay.

Mr. E. A. Meyer, formerly superintendent of the Dubuque Division, with headquarters at Dubuque, has been appointed superintendent of the Superior Division, effective November 1.

Effective Sunday, November 9, a new time card went into effect. Train No. 46 replaced former Train No. 36, leaves Green Bay at 12:30 p.m. so as to make through connection with Train No. 46 at Milwaukee, arriving at that city at 3:30 p.m. and arriving at Chicago at 5:15 p.m. This gives the travelling public a very fast schedule for movement between Green Bay and Chicago, and is something for which they have been asking for some time. The departure of Train No. 3 both from Chicago and Milwaukee has been set back one hour, now leaving Milwaukee at 12:15 a.m. and arriving at Green Bay at 3:45 a.m. This also allows one hour to be spent at the cities.

The Packer’s Football Special between Green Bay and Chicago, November 9, was well patronized, a very large crowd going to Chicago to see the Packers-Bear game. One of the important events of the trip was the fast time of 12 hours and 28 minutes, which was about the fastest trip between those two cities.

The Milwaukee Road also had the honor of carrying the undefeated Packers Football Team to and from Chicago, returning on the fast Special Train. They will also carry the Lumber Jack Bandis on this annual football trip to Chicago against the Packers on Sunday, November 16, for the game between the Packers and the Cardinals. The trip from Green Bay to Chicago on November 30, at which time they start on their eastern tour.

George Perghauser is again in our midst, has returned to this division due to the discontinuance of the District Office at Dubuque, Iowa, account consolidating this district with the Illinois Division, with headquarters at Savannah, Illinois.

We wish to extend our heartfelt sympathy to both Catherine and Magdalene Browning account of the recent death of their grandmother, with whom the girls made their home.

There is a rumor of a coming marriage around the office. We wonder why Clara will not let us in as to the date the important event is to take place.

Tacoma Shop Notes

“Andy”

FRED HERTZOG, special apprentice, seems to be some hunter, having recently bagged a three point deer on Hood Canal. This was about the largest deer taken out of that territory, weighing 170 lbs. dressed. Fred has taken the head to a taxidermist for mounting. It might be a little late to mention baseball pools, but understand that Marshall LaVere split one with J. Dorsey, and Carl Johnson also got in on some.

We recently mentioned the names of two gentlemen in the Car Department, who were very active in visiting the sick, and we overlooked to mention that John Utch is also very busy along this line—good work, John.

While excavating a basement under his home, Gus Hagen uncovered what appeared to be the remains of some ancient dinosaur, at least that is Gus’ story, and he’ll stick to it. Of course, this is rather hard to believe, as dinosaurs are somewhat scarce these days—maybe he saw an old piece of sewer pipe or drain sewer.

Russell Wilson recently returned from a vacation trip in Southern California. We did not hear whether or not the Missus was with him, but we could not feature that she would permit him to wander around Hollywood and Tia Juana without some protection. They report having a very interesting trip, and while on boat they attended a school—no, I mean they run into a school or flying fish—quite modern out here, even the fish are taking up aviation.

Andy Nicholson, electrician at the shops, is a man who has had a great deal of experience in first aid work with teams, and he is now endeavoring to drum up interest along this line. Matt Cline took a notion to change his address, and is now living to where he has moved—he moved from the exclusive south end to the exclusive east; don’t know why, guess the rent was due.

E. Van Kueren, roundhouse machinist, is jazzing around in a new Essex car—there is class to both him and the car.

Mr. and Mrs. Carl Thalacker went to Portland for a visit.

Cy Cummings, machinist helper in the roundhouse, has been a good many years, passed away recently. Our sincere sympathies are extended to those left to mourn his loss.

Eimer Swanley, our mail disturber, has gone in for a new line; guess it, a hair line—as he is growing another whisker on the edge of his loud speaker. Looks cute, too. He says the whiskers are all tickled over it. Just now it’s about the size of a toothbrush that had run its mileage—we have suggested that he let it grow into a sort of a waterfall design, that will give him something to spit into, strain his voice and whistle fine tunes.

We have the hope that Steamfitter Al Farland has built a house, that embodies the very latest thing in modern architecture, and lack of space will not permit us to go into details, but understand that it is for sale at pay’s-take it price—see him.
TO that winter is approaching and Bill show.

Page Thirty-four contains more than 20,000 names.—Adv.

a golf fan. Well, the Radio will now have a skip dance to the tune of "0 for a strike" we here. He had one before, one of those O'Cedar families who are afflicted with Hemor­rhoids. Dr. McCleary: I want you to know how very grateful I am to you and your ent­ire staff of physicians. Only those who are afflicted as I was will ever know how terribly I suffered before coming to you for treatment. I went to work on my run on Mon­day following my return home and since that time I have worked every day and am experiencing the best of health.

"Your treatments made a new person of me and I am going to take care of myself. Your treat­ments were less painful than the suffering I went through in the past. I will gladly recommend your insti­tution to my railroad friends, and I assure you I appreciate the very kind way in which I was treated by you."

If you or any member of your family are afflicted with any form of rectal trouble, write The McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, M. R., for a free copy of their book. The McCleary reference list of former patients contains more than 20,000 names.—Adv.

Kansas City Terminals

TOO bad that winter is approaching and Bill Lindsey will soon have to give up playing golf. Yes, indeed, Bill has developed into quite a good fan. Well, the Radio will now have a show.

Some time ago there was quite a lot of ex­citement at Coburg. Several employees had missed their next, etc. Their health had been stolen, so when it was reported that a man was break­ing the lock off a garage door, everyone who could, turned out for the man hunt. To Mr. Walton Madison discovered the man hiding in a gar­age. The fellow broke out, giving Walton a black eye in pasting, but Walton shot him shortly after. How­ever, not until after a policeman had fired sev­eral times at him.

Mrs. Larson, wife of Agent Larson, is re­ported to be improving from a recent illness. Here's wishing you a speedy and complete re­covery, Mrs. Larson.

It's a good thing there are no squirrels around Coburg, otherwise it might not be safe for one of our Yard Clerks. Red Feather ven­tered into the woods the other day and now has a bandaged finger, says a squirrel bit him. Red also has a new technique in hunting. First select a passed farm; do not shoot to kill the game, but merely to stun it; then chase after it, using your gun as a club until the gun is broken. You continue the chase unarmed until the game is finally caught, en band it over to the farmer on whose place you were hunting.

Since Tigerman has replaced the rifle recent­ly stolen, his car no longer is parked outside. Vacation motorists go about at an end. Everyone who has been away reports a fine time, those now away send back glowing accounts of the fine time they are having, and the few who are still to go are busy planning their trips.

If Mr. Dignan, general yardmaster, has as much luck duck hunting as he thinks he will have, everyone around here will enjoy a duck dinner. Here's hoping that his aim and gener­osity hold out until those in Mr. Anderson's office are supplied anyway.

River Division News

M. M.

By the time the Magazine reaches the read­ers another Thanksgiving will have passed. Several hundred less turkeys will be in exist­ence. Hope that all had a pleasant Thanksgiv­ing.

All work trains have been released and the hauling of gravel is over for the season. Mr. E. P. Dinnels is dragging machinery from the gravel pit at Wabasha, after having put in a very busy season. The River Division is in excellent condition and Roadmaster C. Carlson has been very busy with the extra crews.

Mr. W. A. Loomis, who has been a con­ductor on the Chippewa Valley Division for many years past, but who is now retired, spent a short time at Wabasha to keep in touch with the territory, people, etc. Mr. F. Koch, en­gineer on the C. V. Division, was escorting Mr. Loomis about, and without any doubt the gentleman had an enjoyable trip. Come again soon.

Superintendent Mr. M. T. Skehes conducted a Safety First meeting at Hastings November 14. The meeting was well attended and from suggestions of both and regulars made the meeting was very profitable. It is these timely suggestions that have a far-reaching effect and from which much benefit is de­rived.

The article that appeared in the November issue of the Magazine, "Railroad Situation that Demands Frankness," is a most inter­esting subject to all employees. It is well to educate oneself on the situation and the article surely voices the sentiments of all true employees.

The people of Wabasha and other points on the Division had the opportunity of seeing the picture, "Dinner Lights." It is a very good picture and of particular interest to Milwaukee employees. Many of the scenes are familiar to those who are familiar with the places where the picture was filmed.

The news of the death of Mr. Davey was received with regret. Engineer Davey had made several trips on the line and had many friends who regret his depar­ture. Sympathy is extended to the family, Mr. Jacobs, assistant engineer, of Milwaukee, arrived at Wabasha with a crew of men to start the work of electrifying the Roundhouse. The work is progressing rapidly and soon everyone will be enjoying the electrically-operated machinery.

Mr. V. Cheslik, express man at Wabasha, has been laid up for the past three weeks with an attack of rheumatism. We wish Mr. Cheslik a speedy recovery.

Sympathy is extended to Mr. Christ Reister in the death of his brother, John Reister, which occurred last week.

Now that golf activities are over for the season, Lineman W. W. Dinnels is dragging home all the game that any hunter could possibly secure. Mr. Dinnels is a great lover of outdoor life.

Mr. H. D. Witte, operator at Wabasha, was called to Minneapolis very suddenly on ac­count of the serious illness of his aged father, who passed away a few days later at his home. Mr. Witte, Sr., had been a resident of Wabasha for many years, having been in the mercantile business at Read's Landing. He was a man of unusual ability as his mind was always clear, and he took great in­terest in all topics of the day. The employees extend sympathy to Mr. H. D. Witte and family.

Milwaukee Division, First District

C. F. A.

Effective November 1, the C. & M. & D. Division was consolidated with the R. & S. W. and Northern Divisions, and will henceforth be known as the 1st District of the Milwaukee Division. Mr. N. A. Ryan is the first superintendent of the newly created di­vision. He was superintendent of the C. & M. & D. Division from April 1, 1927 until June 1, 1929, when he was placed in charge of the Milwaukee Terminal. The old R. & S. W. becomes the 2nd District, and the Northern Division will be known as the 3rd District of the Milwaukee Division.

The 1st District of the Milwaukee Division was built from Chicago to Milwaukee in 1871, and 1872, known under the construction name of Chicago, Milwaukee and St. Paul Railway of Illinois, from Western Avenue to the state line north of Russell; and as the Wisconsin Union R. R. from the state line to Milwaukee. The line from Rondout to Libertyville was built in 1881, and also known as the Chicago, Milwaukee and St. Paul Railway Illinois. What is now known as the Janesville line was built from Libertyville to Janesville in 1900; the portion from Libertyville to the state line west of Armush was called the Cook, Lake and McHenry Counties Railway, an independent state line to Janesville was known as the Janesville and Southeastern Railway. After con­struction in 1872, the division was called the Chicago, Milwaukee & Wabash Railway, and the portion from Armush to the state line west from Pacific Junction to Savanna, there was some confusion in names, resulting in the name being changed to Chicago and Mil­waukee Railway in the early eighties, con
S. C. & D. Notes

M. F. Kaaz

FRED BROWN is driving a new Ford! A barber friend was piloting his 1928 Ford on returning from a hunting trip near Aberdeen when it became unmanageable and left the road, tipping over several times and wrecking one side completely. Fred was laid up for a few days account of a good shaking-up, similar to that of cigar counter dice. Mr. Brown has informed everyone that he will do his own driving from now on.

Someone passed out the word that the Gurney Seed and Nursery Company at Yankton was giving away flappucks and hot puppies as an advertising stunt. Result: O. A. Anderson, first trick engine foreman, and his right-hand man Clark Overseas, took their families down to verify the rumors and broke an all-time record by laying off a whole day. Ole says they were treated fine.

A number of Martin Songstad’s fellow-employees at Sioux Falls have been wondering what is the matter with him lately, account having a high fever and a breaking-out. It developed later on that it was automobile-traitis. Martin had a 1920 Dodge touring car that was becoming sway-backed and had a bad case of beaves, so he traded it in for a 1927 Dodge, less the aforementioned maladies. Now when he is not hunting shooting, he is squirting gasoline into Martin Songstad’s Dodge. Martin wishes to notify all automobile salesmen that his next purchase will be made in 1937.

The air is full of buckshot and pheasant feathers, also hot air, the latter coming from each proud gun owner concerning the superior qualities of his gun over that of his neighbour’s. Anyway, a lot of them must have good guns or the noise of them scares the pheasants to death, for the boys are bringing them in.

Mr. E. O. Hoberg is holding the position of chief timekeeper in the superintendent’s office, and from all reports is wearing his laurels well. Helen Flynn is pinch-hitting for him on his regular job.

Messrs. Osthoff, Marquardt and O’Brien were camping out in the $608 a couple of days last month while paying off the extra gang. Girls, here’s your chance—A. H. O. surely makes a fine cook and fireman. Leo knows his potatoes in the grocery store as well as in the kettle. They must be good cooks for to date we have had no reports of indigestion.

Mr. Ben H. Bridgeman drew the position as clerk at Akron in place of E. S. F. Aker, who is now presiding over the chief carpenter’s office.

R. E. Nichols and H. C. Munson paid a flying visit to Soo Falls a few days ago. The happiest man on the division is Pete Forsberg, roundhouse foreman. Pete moved into his new roundhouse on October 21, and says that he is there to stay. Pete is interested in the suggestions that any group of ladies may have toward beautifying his office and grounds. It is thought that his office should be furnished with overstuffed furniture and oriental rugs. Pete thinks that a lawn property landscape with a miniature golf course would take care of the surroundings for the office. Ladies, here’s your chance for some real activity in the spring!

Mr. Howard P. Lynch was a successful bidder on the position of clerk at Platte, S. D. John Fisher and his B. & B. crew arrived in Sioux Falls this month to work on the new terminal. Sioux Falls is a regular stop-place for John. Pete Forsberg is getting thin—we suspect the reason is the great distance he has to walk to deliver a telegram now.

Page Thirty-five
Tom Cavanagh has moved into his "doll house." This is quite an event in the Cavanagh family because they only move about once in ten years or so. Tom seems to have thoroughly enjoyed it.

W. S. Morton, assistant engineer, was in Chicago on a business trip during November. W. S. says that "dear old Chi" looks good and get acquainted?

Mr. and Mrs. G. H. Rowley passed through Sioux City recently en route to Mitchell. S. D. Mr. Rowley is now trainmaster on the Dubuque Division.

Burton O. Johnson, resident engineer on construction at Moberly, Mo., was at Sioux City October 13, on company business. We are always glad to see Burt when he comes to our fair city.

Our friend H. B. Christianson, division engineer at Marion, Ia., paid us a few hours' visit at Sioux City, October 3. Chris, as we called him, always carries the same old smile wherever he goes.

Earl Platt and Ray Boulton were in Sioux Falls October 29 with the big hook to fish out the old turntable at the old roundhouse, and do some miscellaneous heavy lifting, and hand shaking. Been quite a while since we have seen you fellows, and hope that now that you have made the trip you will come oftener.

Speaking of family interest in the Milwaukee —A certain engineer at Sioux City had some difficulty in getting out of town recently, due to a ballyk generator. He diagnosed the trouble and decided that a small piece of sandpaper would remedy the ailment, so he sent his brakeman to a nearby filling station in quest of it. When the brakeman arrived he made known his wants and they were overheard by the daughter of a Milwaukee man who noticed his lantern and decided that he was a railroad man. She inquired if he were a Milwaukee man and he stated that he was. She then told him that she would drive him to her home where she knew that she could get sandpaper, and take him back to his engine. The brakeman did not know that he was receiving the assistance of one of the "Milwaukee Family," but nevertheless it has been proved that this interested little lady knows where dad gets her bread and butter.

Mike Devens, engine watchman at Wessington Springs, dropped in on us a few days ago for a short visit and to renew old acquaintances. Mike's son George is operating a grocery store on East Third Street, Sioux Falls. Born to Mr. and Mrs. Kenneth McClairen at Trent, S. D., a daughter, Donza Charline. Mother and baby are reported doing fine.

Mac is a brakeman on the Egan Line. Mike Anderson was at Sioux Falls, has been on the sick list, for some time.

Mr. L. R. Lange has returned to the S. & D. Division as storekeeper due to consolidation of the Dubuque and Illinois Divisions. Mr. E. F. Grilius has been assigned to other work in Milwaukee.

Mr. O. M. Dahl has been appointed acting chief carpenter, vice Mr. R. E. Nichols.

Chris Kvolsal, pump man, has been in Sioux Falls the past few days getting things into first-class condition for the winter months.

THE BINKLEY COAL COMPANY are Miners and Distributors of the Best Grade Coals for All Purposes

WRITE US FOR PRICES

230 N. Michigan Ave.

CHICAGO

Page Thirty-six
If you want to witness a "hair-raising episode"—just casually inquire of one Barney Hubbard how he liked the Buster-Billings football game. And—then hunt a nice easy place to light. It seems that Barney, getting home in the wee hours, left orders to be called in time for the game. And if the boys forgot it, in the excitement preceding the game—the Billings band and all the accompanying hilarity—and Barney slept peacefully on about the last quarter of the game. Hastening to the scene of battle he arrived in time to witness a couple of the scrub maneuvers by the second team. When that Bob used to bring us. Bob is in the Tacoma Store Department now.

What chance has a man named Gentle Moreland in a land where women admittedly love husbands? 

Widgard George (Willie) Hauser of Sleepy Eye, Minnesota, has returned to this division as personal stenographer to our new superintendent, Mr. H. H. Willie's friends greeted him cordially indeed, as he is quite a favorite among us.

Bob Humphrey, personal stenographer to Mr. Gillick, accompanied the latter to Aberdeen. Bob leaves to mourn his departure—well, every lady that met him. That's right, Bob, but maybe this kind of publicity isn't so good. Don't forget to stop and see us occasionally.

Don't find fault with the Safety Slogans, if you don't like 'em—write some better ones.

Most of the married men around here get very religious when their wives are gone—they sacrifice a lot—they even have burnt offerings every morning—on the toast plate. James Brady, station helper at Scranton, will take up his new duties as bill clerk at Roundup shortly.

Phil Leash, roundhouse foreman at Lewis-town, and Mrs. Leash spent some time here while Phil was under observation at the local clinic for medical treatment. A sad accident occurred at Hettiginger this week when the husband of Jack Holt, coal dock laborer, received a gunshot through the arm and died as a result of it. Our sympathy is extended to the bereaved parents.

Arnold Runnion was confined to the Miles City Hospital for a couple of weeks under observation of physicians—and—er—nurses. He wouldn't have minded the rest so much, but while there missed seeing "Dagger Lights," the motion picture in which we were all so much interested. (I can sympathize with him because I think we were the only railroaders in Miles City who missed it.)

"Let's Have a Clear Safety Record to be Thankful for This Month"

Remarked to Martin Walsh, roundhouse foreman, at the lunch room:

"Well, Martin, what are you doing, taking on a little more fat?"

"No," replied Martin, "just holding my own."

Fullerton Avenue Building
A. M. D.

The Annual Party of the Women's Club is of such importance that we will include an announcement of it in these notes, regardless of the fact that the magazine might be issued after the affair. It will be held December 5, with dancing in the main club room and cards and bunco in the men's club room and lunch room.

Remember, the proceeds of this party will be used to supply Christmas Baskets and other articles of need for unfortunate C. M. St. P. employes. Come and enjoy yourself.

The Weinsteins, Maurice and Sammy, of the Ticket Auditor's Office, have been holding out on us. We have just discovered that Sammy was married on September 6, and Maurice on September 14. Sammy, you are a plutoon for punishment.

Diana Paupitch, who for the past six years was an employe of the Car Accountant's Office, left the service about the first of November, after announcing her coming marriage in California on November 23. "C" Bureau, where she was last employed, was generous enough to present Diana with a set of five Italian Cut Table Linens on November 6, and we feel sure she will always remember them, at least when her table is laid with this linen.

Nestie Johnson, of the Ticket Auditor's Office, paid a visit to the front platform of a street car and sustained a broken hip. Miss Johnson will always be remembered by her fellow employees as a cheerful and good-hearted woman.

H. A. Gerdes of the Freight Claims Office is the proud possessor of a parrot. You'll have to be careful of your language now, Gerdes.

Mr. J. Welch, assistant secretary—assistant treasurer, located in New York, visited the building during the first week of November. A great deal of dissatisfaction existed in the ranks of the World War Veterans in the Ticket Auditor's Office, because they only received publicity to the extent of one sentence each in last month's magazine, while Harvey Chessman was the subject of an entire paragraph just because he was married. The ill-feeling was soon dispelled, however, when Herbie Gumm explained that Chessman is now in a bigger war.

The hunters of the Freight Claims Office have been out after game with rather indifferent success. B. Enthof and H. Bennett went out after pheasants and returned with a rabbit. Miss A. B. Clark was out for two days without any apparent results.

It is rumored that H. Simon of the Ticket Auditor's Office is the owner of a parrot. She is on the verge of a matrimonial venture. How about it, Harry? The Typing Bureau can boast of two philatelist, being none other than Josephine Trevin and Kitty McCarty. Last Saturday afternoon, they generously took a huge pack of mail—this interesting in nature. They have been taking care of a family in need for the past month.

Miss Hayes and Miss Sundin gave a bridge party in the Edgewater Beach Hotel on October 18, in honor of Mrs. Shagel, who celebrated her sixteenth birthday. (Maybe the mileage is a bit more—we don't know.)

The vertical yoke type of attachment, with cast steel yokes, offers the advantages of less parts, less weight, and less cost.

The BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio New York - Chicago - Louisville - St. Paul
Twelve of Mrs. Shargel's most intimate friends attended, and a very pleasant time was had by all, for one buck a copy. What—no beer?

On Wednesday, October 22, 1930, a few pals of E. C. Heimerle of the Freight Auditor's Office, attended a surprise party in his honor. The gifts received from his friends were many. However, E. C. H. is still wondering who donated the spitzen used for decorating his beautiful birthday card.

The girls of the Statistical Bureau, Freight Auditor's Office, had a "Kid's" party in the Women's Club Rooms, November 11. A chop suey dinner was served by the caterers of our new lunch room on a splendidly arranged table. The girls properly arrayed for the party included two sets of twins—the brunette twins, Helen and Zayde, were dressed in Alice blue gowns, and the blonde twins, Evelyn and Nette, were dressed in red and white checked rompers. Songs were sung and, in keeping with the type of party, kid games were played. Dolls and rattles were awarded as prizes.

Ask Edna what she won. Specialty performances were given by Lois Leboss and Olga Reichmiller.

To end a very successful evening, a letter was drafted by the "Kiddies" to Miss Margaret Rose, who is now on leave of absence and has been in the hospital for a week, wishing her a speedy recovery.

S. M. East
V. J. W.

S Y M P A T H Y is extended to the bereaved family of I. & M. Division Engineer M. G. Davy, whose death occurred at St. Mary's Hospital, Minneapolis, November 10. Mr. Davy had only recently undergone an operation from which he did not rally. Funeral services were held in Austin November 12. We also extend sympathy to the bereaved family of I. & M. Division Pump Repairer N. J. Meyer, who was killed in an auto accident on highway No. 1, near Owatonna, the morning of November 9. Funeral services were conducted in Minneapolis.

S. M. Conductor C. M. Hubbard, now county auditor of Mower County, and Mrs. Hubbard left Monday, November 10, for Long Beach, California, to be with her son Franklin, who was seriously injured in a motorcycle accident. Franklin had been granted shore leave from the cruiser "West Virginia," and with a fellow sailor was returning to San Diego from Los Angeles, when their motorcycle collided with a large truck. Reports from the Seaside Hospital, where he was rushed, described his condition as critical.

Clerk Richard (Rum) Hogan is back to work after a two-weeks' illness. On Saturday, October 25, he accompanied his parents on a motor trip to Cresco, la. He was taken very ill and rushed to the hospital at that point, where he was confined for ten days.

Ross Danley, operator at Winnebago, has been appointed agent at Granada.

The gifts received from his friends were many. The gifts received from his friends were many. The gifts received from his friends were many. The gifts received from his friends were many.

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Due to consolidation in the Mechanical Department, Traveling Engineer Roy Austin has been transferred, and left November 1 for his new home in Elgin, Ill. Best wishes of the S. M. employees go with him.

Leo "Mod" Burdette of the Austin freight house force suffered a painful accident when his car was wrecked in an auto collision west of Austin, Sunday, October 26. "Mod" reports that the car is about ready again. We understand he is using the same engine and license plates.

R. J. Johnson, relief clerk at Rushford, has been assigned to the clerk job at Pipestone, made vacant by Clerk Vernon Blanchfield, taking the assignment left by Curtis McCoy, who returned to Austin as yard clerk.

We understand Operator L. V. Olson has sold his home in Ramsey and disposed of his flock of highly advertised leghorns—also the cow. We are curious to know just how Ole listed that cow for sale, as it is the only one we know of that would stand to be milked at midnight.

Engineer and Mrs. Leo Comeau celebrated their silver wedding anniversary at their home in Austin Sunday. With the pleasant season open for 18 days the past month, it is only natural that one would hear many tales of real shooting. The office agenda report that half the stories of birds shot down and not recovered were true. It should be good hunting to just walk around the fields and pick up the cripples. The closest we heard of this theory being put into practice was the report that Fireman Maynard ("Fat") Pratt was rowing his boat up and down the Cedar River harvesting ducks. Maybe he was shot some, but not the day we were with him.

The first contingent of deer hunters left Austin November 13. The yard will be represented on the front by Switchman W. J. ("Boomer") Camben, the trainmen by Conductor B. S. Ferris; the locomotive by G. B. Williams and the carmen by Al Moore, Paul Citrus and Irvin Johnson. With that many we should have hides and horns hung all over the place.

The old theory that you can tell a released man by his gait, or gaiters, does not always prove out. When the crew on the work train on the East End tied up at Houston recently, the engine crew, Shaller and Campbell in company with Brainerd Jimmy ("Walker") Neas, went up to the hotel to make reservations for the night. After showing Shaller and Campbell to a back room the proprietor stated he was sorry but had only one front room available for the "Supt." or whoever the other gentleman was.

On Sunday, November 9, what was scheduled as a professional football game between Rushford and Lanesboro, at Lanesboro, developed to be a game—Rushford vs. Evenson. Many of the boys journeyed down to the "Metropolis of the Valley" to see the "Mooch" had promised us some action. While we knew he had been a hero of the gridiron back in his high school days it was beyond our fondest expectations to see the crew in action over a field of paid players. The first half ended 0 to 0, due, no doubt, to the fact that "Mooch" had been played in the line, but with the opening of the second half the "Halfback Giant" was moved back to fullback and as it has been said, "Look out for chuckles." To assure you that we were not the only ones pressed with what might be termed a single-handed victory, we will quote in part from the front page of "Livang's Weekly" (Lanesboro), undated:

"... Rushford came prepared for victory, having several La Crosse and Winona players in their lineup, but they reckoned without Lanesboro's addition of a caterpillar tractor in the person of Vern Evenson of Austin, a former high school star, who was responsible for the twelve points made by the winners. It was through his line bucking that most of the yardage was gained, and when Lanesboro got within hailing distance of Rushford's goal line at midnight they went up the hill to score another point. The best expect a tions to see him run rampant."
West I. & D. Division
F. D. S.

Conductor W. Stewart is back on the job again, and is feeling fine and looks good. He says that he feels twenty years younger.

We were sorry to hear of the death of Walt Mayo's mother. She passed away November 12. The funeral was held at Hawken, Iowa, November 14. We wish to extend the deepest sympathy of all employees.

Paul Ewert, engine wiper, is away on a week's vacation. He will spend the most of his time in and around Spearfish, S. D., taking in the sights.

Bert Cross, fire builder, is back on the job again. He says that he is feeling fine and he had had his operation.

Harold Jacobs, agent at Chancellor, drew the agency at Plankinton. He will take over the duties at Plankinton around the first of December.

Mrs. John Turk is visiting with relatives at Emmetsburg. She will be away for about two weeks.

From all reports Freddie Harter is getting along very nicely. He is also getting very popular with the fair sex. In fact, it keeps him rather busy trying to take care of everything.

The rumor is going around that the P. F. R. & I. at Mitchell is thinking very deeply on the subject of changing his address from a rooming house to a private home. Could it be possible.

George Elton took a day off and went to Brookings, S. D., to see the football game, and also visit with his son Francis. Relief Operator Powell acted in his place.

Superintendent Conductor Jurlbut held a meeting at Mitchell, November 13, getting everything lined up for the Relief Fund. He gave a talk on just what it was being done for and pointed out the ways that it would help out the unemployed.

Mr. Wiltrout was appointed chairman of the committee. Chas. Winter, Ed Wright, and W. J. Shelby, were appointed on the committee.

Roadmaster Minton and Core were in Mitchell to attend the meeting; also W. J. Jolson, T. E. and A. M. Bos.

Understand that Conductor Jurlbut was working around in the basement at home and he let the hammer slip. It fell on his foot and hurt two of his toes. This could have been avoided by letting someone else do the work.

We have moved a few of the football teams lately. Hart has the Yankton High School to Rapid City and return; Trinity College from Sioux City to Aberdeen and return. Both these movements required a tourist sleeper. Also have the movements of Yankton College from Yankton to Mitchell and return on November 27. This will use a train of six coaches to take care of all the football fans that will attend the game.

Would like to get a few notes from the employees along the I. & D. to help make the notes on this division as large as the rest. We can't put it in the Magazine if we don't have a little help from all of you. If you have anything, just send it to F. D. S., Correspondent Enemy, Mitchell, S. D., before the 10th of each month. Thanks.

Station WLE
Harriet

Be Merry This Christmas by remembering your family, kin and friends—spending the first days of the new year with the tender tracks of the ever and ever beggar ring.

We Won't Say Goodbye to Helen McDonald, we'll say “Our sincerest wishes for health and happiness,” and make an appeal of a visit once again of the most sympathetic girl whom everyone would like to call friend.

“But Hark! The Chiming Clocks to Diner Call,” quoted Pogo. “The Thundering Herd!” exclaimed Donald, as the 12 o'clock mob rushed down the hall to the cafeteria.

Sigh—the pinch bitter of our cigarette packs moved—b-but, Groan—that file buddy of ours sure loves an occasional cig since he's taken to smokin' a briar.

We'll have to Shelve Donny; he's gone back on us with the wise cracks. But lo and behold! Ray's come to the fore with a wonderful sense of dry humor, and here's how—

The first duck that comes in sight of Holcomb this hunting season will come down a nice brown dinner. ‘Sunny, we've never tasted any so far! If there's any new rules added to checker playing, Shorty will make them. Wow! ‘Ma! Tony's cheating.” I won't play!

What's the matter, Roy, the wife break all the glasses in the house, or is that town of yours out of them?

How's the Ford, Al? Sounds like a threshing machine.

If you want to see something sweet, contented, nice or what have you, just take a look at Mary and Ruby strolling down the Avenue. Abby, if you're cold put on your coat 'n some red flannels.

Red Hot Coals from the Racine and South Western Division
L. J. L.

This is the last time, dear readers, that you will see the notes written under the above heading. The Racine and South Western Division has been consolidated with the Chicago & Milwaukee and will be known as the Second District of the Milwaukee Division.

The superintendent's office has been transferred to Milwaukee and we of course lose some of our good friends, who are transferred there. Some of our good friends, who are transferred positions in Milwaukee are Chief Clerk James Chambers, Timekeeper Marvin Brick, Assistant Timekeeper Lloyd Rummelhagen, Clerk Kenneth Zimmerman, Clerk John Woodard, and Accountant Felix Raue. Mr. F. T. Black, division accountant, has been appointed to a position in Chicago, under auditor of expenditures, E. P. Willey. Miss Mary Howard, stenographer, has taken the timekeeper's position in the Roadmaster's office at Beloit. Mrs. Wheeler is planning on spending the winter in Florida. Miss McGinn is undecided as to where she will locate. Wm. Maas is making arrangements to operate a sawmill in the timber company.

We won't say goodbye to Helen McDonald, we'll say "Our sincerest wishes for health and happiness," and make an appeal of a visit once again of the most sympathetic girl whom everyone would like to call friend.

Watch Inspector for C. M. St. P. & P. R.
CHAS. H. BERN
Est. 1896
Main Floor, Adams St. Elevator Lobby
UNION STATION, CHICAGO
Phone Dearborn 0591

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Watches, Jewelry and Diamonds
Our Union Station store is daily serving the needs of railroad people. We know your requirements and can fill them.

Let us show you our fine line of railroad watches, all guaranteed to pass inspection.

Watch Inspector for C. M. St. P. & P. R.
I can see no reason why you will not live to be 100. It is remarkable the condition you have built up. You are a very good conductor and may as well keep your uniforms packed with moth balls. It has long been known that the "Milwaukee" is a healthy road to work for, and while we have so many men of Carey's caliber working, you must be governed accordingly.

Understand Agent Clifton at Burlington is not doing much talking nowadays. The main reason being his playing a wind instrument in the Burlington Band.

Fred Unversagt, the IT boy at Burlington tower, has proved to the writer that he who thinks is the master of he who talks.

Breeman J. D. Artilip and wife are planning on spending the winter in California. They will leave about December 15, and will be gone about three months.

Ticket Clerk Harold Anroock had the pleasure of attending the Beloit Armistice Ball November 11 and says it was a WOW.

"Doc" Woodworth conducted several classes of examination in the passengers' office on the Book of Rules during the month of October.

About 75 employees and wives were present, and a very enjoyable time was had by all. After the dinner a nice program was bad-

The ladies' bowling team is going along great at the preschool writing. We expect to match them against the St. Paul team No. 2 in January, 1931.

Melvin Draves and family have moved to Milwaukee. Melvin stated: "I hate to leave Beloit, but I will pay you a visit now and then." We hope you do, Mel. Just give the alarm at the outer door whenever you are in the city.

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TCIO Timoke and wife and her mother left on November 2 for San Diego, to be gone until early spring. They will certainly be missed by us stay-at-homes if we go through a winter like we had last year.

TacoMa District Accounting Bureau

Our very own little Frank Opie had a keen desire to join the Shrine Special to Portland to see the big football game November 1. Every year was a sound hope and great expectation that his pass would arrive. But, alas! Friday night and no pass! Poor Frank, you should have seen his face lengthen with disappointment.

Mrs. Pyette returned last week from an extended visit with Eastern relatives. G. P. should be better natured, as he has not so many dishes to wash.

Mr. W. Morton Rehnel reported for work the third, after a month's vacation on the Atlantic Coast. He is displaying a wonderful collection of kodak pictures.

Cards were received from Miss Ruth Runde to the Portland Shrine.

Mr. James B. Mason has joined our ranks for a few weeks. Cal Snyder is away on a hunting trip. We wish him much luck.

Frank B. Trout was absent several days, but instead of taking his bread in Oldsmobile, reported that he was catching up with his home work.

Walter Evans, sub-station operator at Ki-

La Crosse Division Items

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piano selection by Norene Yohn; reading by Helen Frederdsall; vocal solo by "Chickie" Textiles, and duet by Roy Gose and Teadles. Agent Johnson and wife of Rockford were out-of-town guests. We trust the ladies will have another one of these suppers soon.

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Mr. W. Morton Rehnel reported for work the third, after a month's vacation on the Atlantic Coast. He is displaying a wonderful collection of kodak pictures.

Cards were received from Miss Ruth Runde to the Portland Shrine.

Mr. James B. Mason has joined our ranks for a few weeks. Cal Snyder is away on a hunting trip. We wish him much luck.

Frank B. Trout was absent several days, but instead of taking his bread in Oldsmobile, reported that he was catching up with his home work.

Walter Evans, sub-station operator at Ki-

La Crosse Division Items

ON Saturday, October 18, Miss Eleanor Draves was united in marriage to Glenn Leitzke of Milwaukee. Eleanor is the daugh-

Fred Unverzagt, the IT boy at Burlington tower, has proved to the writer that he who thinks is the master of he who talks.

Breeman J. D. Artilip and wife are planning on spending the winter in California. They will leave about December 15, and will be gone about three months.

Ticket Clerk Harold Anroock had the pleasure of attending the Beloit Armistice Ball November 11 and says it was a WOW.

"Doc" Woodworth conducted several classes of examination in the passengers' office on the Book of Rules during the month of October.

About 75 employees and wives were present, and a very enjoyable time was had by all. After the dinner a nice program was bad—

piano selection by Norene Yohn; reading by Helen Frederdsall; vocal solo by "Chickie" Textiles, and duet by Roy Gose and Teadles. Agent Johnson and wife of Rockford were out-of-town guests. We trust the ladies will have another one of these suppers soon.

The ladies' bowling team is going along great at the preschool writing. We expect to match them against the St. Paul team No. 2 in January, 1931.

Melvin Draves and family have moved to Milwaukee. Melvin stated: "I hate to leave Beloit, but I will pay you a visit now and then." We hope you do, Mel. Just give the alarm at the outer door whenever you are in the city.

Tom Torney and wife left for Albuquerque, N. M., November 3. Tom has been on the sick list for better than two years, and we trust the change in climate will prove benefi-

TCIO Timoke and wife and her mother left on November 2 for San Diego, to be gone until early spring. They will certainly be missed by us stay-at-homes if we go through a winter like we had last year.

TacoMa District Accounting Bureau

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Arnold Schultz, switchman at Portage, had a very serious accident while hunting a few days ago. His gun was accidentally discharged and the bullet penetrating Arnie's arm just above the wrist. It was found necessary to amputate it later.

Mr. C. S. Smith, captain of police at La Crosse, has expressed his appreciation of the fine co-operation that is receiving from Conductors Charlie and Bert Stowers, both working on the west end of the La Crosse Division, in carrying out his work. The men in the Police Department must of necessity depend upon the co-operation of the train and engineers in handling their work, and it must be a satisfaction to the men themselves, as well as to us, to get a letter of commenda-
tion on their co-operation.

Did you see the good-looking young man who was so devoted to Kitty at the Keny games the other night at the Armory? Kitty is very modest about her conquest. She is, however, enjoying a duck, a gift from the G. L. Y. M. since the last write-up in the Magazine, enjoying a duck, a gift from the G. L. Y. M. since the last write-up in the Magazine, since the last write-up in the Magazine, since the last write-up in the Magazine.

There was considerable excitement in the Dispatcher's Office recently when Bill Jones nonchalantly picked up Sam Hunter's empty dinner bucket and boarded No. 3. Fortunately for Bill, however, Jim Brown discovered the error and rushed down to the train with Bill's full dinner bucket, returning it to him just as the train was pulling out.

The car, "Mete," has been on the La Crosse Division at Portage and La Crosse. It is in effect a clinic on wheels, and we have never seen anything as well planned. Every bit of space is utilized, but the car is designed for comfort and beauty as well as utility. It is "Milwaukee" made and is something we should be proud of. I could tell you more about it, but I think you would rather see for yourselves.

One just can't keep hunting stories secret, and this one Cockey didn't tell us about it. All happened at Oldham, S. D. Cockey had planned on a nice little jaunt all by himself, hunting pheasants. Cockey couldn't resist their invitation to share their skiff with them. Shortly after they had shoved off, the other boys became annoyed and stepping to the phone he ejaculated thus: "Just what in heck is the idea of all this racket. Here I am in the midst of an uplifting speech and you must create all this din. You're certainly a hot sketch—What's that?—Arnimace Day—".

Dubuque Sub-Division of D. & I. Division
E. L. S.

There have been a great many changes since the last write-up in the Magazine, the biggest item being the consolidation of our division with the Illinois, and is now known as the "Dubuque & Illinois Division." This brought about many changes in the forces. Mr. E. A. Meyer, superintendent, was transferred to the Superior Division as superintendent. The entire clerical force of the superintendent's office, with the exception of one, the writer, were transferred to Savanna, Ill., and the accounting forces at Dubuque Shops also, with the exception of two clerks. The chief dispatcher's and trainmaster's forces remain at Dubuque.

Surely miss the gang, especially you, Marie. (Somebody else misses you, too.)

Many friends and employees on the "old Dubuque Division" were very much shocked and grieved to learn about the death of Mrs. W. M. Thurber, who died at Savanna during October after quite a lingering illness. Sincere sympathy is extended to Mr. Thurber in his great bereavement.

We learn that Chief Carpenter Farley has been transferred to the Kansas City Division and will be located at Ottumwa, Iowa, his home town, and he seems to be quite pleased over this change.

Ray Hursey, chief carman's clerk at Savanna, was in Dubuque November 12 on business.

Superintendent Meyer was presented with a 17-jewel wrist watch from division officials before his departure for Green Bay, his new assignment. Employees of the division regretted the change which required the departure of Mr. Meyer to his new location at Green Bay, and he takes with him the wishes for success in his new position; and likewise extend to Mr. Donald a hearty welcome. Mr. Donald visited our division for the first time November 8.

Mr. M. J. Flanagan favored our division with a visit at our November 3 Safety First meeting at Dubuque, and gave a very interesting talk on various phases of Safety First work,

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of which he is manager. We hope he will find the time to come again soon.

Mr. O. H. Berg, solicitor, Winnebago, was a Dubuque visitor during October.

Mrs. Arthur McGuiness, wife of Bridge Foreman A. McGuiness, now deceased, still bothers “The St. Paul Builder” as she sends two passengers for Kansas City during October. Likewise Mrs. F. J. Wolfe, wife of machinist, second session Lentzmann, S. D., ticket, one way, during September.

Agent Peter Ott, who has been on leave of about 90 days, resumed work at Preston November 15. During his absence the station was handled by his son, Second Trick Operator Wm. Ott. Joe H. Robertson worked second trick during Peter Ott’s absence.

Trainmaster Whalen, Agent W. J. Deland, Yardmaster Kiesele and Chief Dispatcher Crawford attended the meeting at Savanna Wednesday, November 12. Mr. Goss, of the A. R. A., and Mr. W. L. Ennis, supervisor refrigerator service, made very instructive and interesting talks along the lines of heavier car loading. The meeting was largely attended by supervisory forces and agents of the first division of the Dubuque-Illinois Division.

Operators T. T. Gerkey, N. A. Iorns and H. G. Gerling, who were loaned to the I. & D. Division during the summer, have returned to their divisions.

Understand several employees of this division went pheasant hunting when the season opened November 1st. They intended to think they did not have very good luck as no pheasants reached the office (?) (?)

Dispatcher A. S. Rampone motored to Preston with his family on November 10 to visit relatives.

The sand and gravel pits at Bellevue and Hempstead’s, and the crushed stone plant at Marquette are closed for the season. They shipped a large amount of material for road building and other purposes.

Northern Montana Division

On account of Fergus County being included in the drought-stricken area there has been an unusual movement of cottomed calse from Texas and Louisiana to points on the Northern Montana Division, and the Milwaukee obtained the long haul on the shipments. And due to the short hay crop a good many of the stockmen have been selling off enough of their holdings so they will not meet with the distress which they did during the feed shortage of 1919 and 1920.

Buyers of feeder sheep and cattle have been in the territory for several months. The most unusual movement of sheep was sixteen cars to points in the state of Maine.

There has been a great deal of favorable comment by the patrons on the fine new steel equipment put on trains Nos. 115 and 116, and especially about the convenience of the new buffet-coach.

On account of the death of former Agent T. W. Humphrey, Hilger station is on bulletin. G. W. Smith is in charge pending regular assignment.

J. G. Campbell, who has been the efficient day agent at Lewistown Yard, bid in Danvers. “Jimmyy” and his good wife were missed at the social affairs of the Milwaukee Women’s Club at division headquarters.

The letter which has been doing relief work both as an agent and clerk on the Northern Montana Division, has been assigned to the new agent at Great Falls.

J. G. Smith, formerly warehouse agent at Great Falls, has taken the position of baggage agent at that station. He is succeeded by Henry Bennett, a long time employee, as a desk clerk at Great Falls.

Robert Randle, foreman of Lewistown warehouse, bid in the checker job at Great Falls, account of having property in that city.

Highlow Ferguson, yardmaster at Lewiston and Clifford Nichols, from Great Falls, the new checker.

W. J. Thompson, former train dispatcher, bid in the first trick at Lewistown Yard.

Rex Koub, extra train dispatcher, is bidding down Winnebago station.

H. W. Barnard, agent at Highwood, bid in position as agent at Gallatin Gateway. F. J. O’Boyle is acting agent at Highwood until a regular assignment is made.

Robert D. Hodgson, of Great Falls, passed away in that city October 14. He had been in the station service since 1918.

Dr. J. L. Jensen and family, of Denton, left for Colby, Kansas, where they will make their future home. Dr. Jensen has been local surgeon at that point ever since the road was built.

Miss Helen Corwell, who graduated from the Montana College this year, is supervisor of art in the city schools of Bismarck, Ohio.

H. C. Brisbane, who succeeded George Craig as traveling freight and passenger agent, made a trip over the entire division getting acquainted with his territory. Mr. Craig was promoted to a similar position at Milwaukee.

N. T. Rust and family are now located at Fairfield where Mr. Rust is in charge of the section at that point.

John Petro is back on his old job as section foreman in the Lewistown Yard.

C. H. Koch returned from a visit at Harlowton.

Mrs. H. E. Graham, who has been visiting with relatives in Spokane, is back home.

L. A. Gibbs and wife have gone to Hickman, Texas, for the winter.

D. L. McVey, who has been seriously ill for some six months, is now able to be about.

Mrs. A. M. Maxeiner and her father, L. Cashmore, spent a week at Dillon, Mont., the former home of Mr. Cashmore.

Edward Nelson, of Montague, who was operated upon for appendicitis, is back at his regular duties.

Superintendent Fuller spent the week-end with his family at Spokane.

Chief Dispatcher Corwell took a day off to look over the housing situation at Harlowton, where the train dispatchers will be located after December 1.

Claude M. Brown, formerly cashier at the local freight station at Great Falls, has been assigned the position of chief clerk in the office of the division freight and passenger agent in that city.

The local chapter of the Milwaukee Women’s Club has been doing fine work in looking after employees of the railroad who are in distress. They have been giving several card parties each month from which nice sums are realized to aid them in their good work.

Drafts from the Drafting Room

The mechanical engineer’s office extend their heartiest and best wishes for a very merry Christmas and a happy and prosperous New Year.

Harold and Leonard bowled a couple of games one day and they are still arguing as to who bowled the highest. What they need is a good accomplice. Leonard says since the wreck he can’t bowl so good. But we wouldn’t blame it all on the wreck.

Ernie is contemplating buying some solid tires for his car, or any other kind that won’t blame it all on the wreck. He is contemplating buying some solid tires for his car, or any other kind that won’t blame it all on the wreck.

Judge Montgomery, our pugilist, is in the market for a chin and nose protector. If he can get that he promises to win all the fights.

Magnus asks: “If winter comes, can spring be far behind?”

Ted of the pattern shop has a beautiful gem he would like to dispose of. With Christmas so near he shouldn’t be getting a customer. He wants to get rid of everything that will bring him memories.

Otto Westack treated the boys to cigars in honor of his 12th birthday. Thanks, Otto and many happy returns of the day.

By the way, we also offer our congratulations to August Betzhold, whose birthday is in November 19. Time only will tell what he has to offer.

Fred Ritsch, pattern shop, has had his skates sharpened and polished and is anxiously waiting for the lake to freeze over so he can have an opportunity to demonstrate some of his fancy skating. But so far the weather has not been favorable for his sport.

We would like an explanation of the hunting term “automatic and one.” Gus Hopp says this is used fluently in rabbit hunting. Anyone who is up in this kind of sport will greatly oblige the pattern shop boys by explaining the meaning of it. Gus refuses to do so.

Twin City Terminals

Mac

Merry Christmas, Everybody

Mr. Creston Harris, general freight agent, and Mr. J. H. Bradley, traveling freight agent, Winnipeg, Canada, were Twin City visitors last month.

We understand several broadcasting companies are angling for the services of Mr. Carl Matzel of the Freight Traffic Department. He entertained at his home and the guests were much surprised to hear over the radio, their names, followed by complimentary remarks. This broadcast was performed by Mr. Matzel in a hook-up in his own home.

Mrs. Cecilia Murphy, commercial office, has returned to work after a sixty-day leave of absence on account of illness. She is looking fine and fit again.

Jack Woodward, demurrage inspector, bopped out at the local freight office on the morning of November 12 with a “Derby,” Belgium or not, it is quite becoming.

Mr. A. A. Kurzycka, chief carpenter, South Minneapolis, took a trip north to hunt deer.

Mr. J. A. Felber, agent, St. Louis Park, went deer hunting. We think they meant “deer hunting.”

Mr. N. J. Nelson, agent, Merriam Park, applied for the old age pension account of closing Merriam Park station. His request was granted.

Mr. Jud. Cook, assistant station master, is back on the job after an absence of three months account of illness. He is looking himself again with his good natured smile for all his friends. He raffled off his Pontiac to help tide him over his sickness. The lucky number was held by Porter Boote, Chicago.

Mr. E. B. Crooker may be a disciple of safety for employees, but we know that “gold fish” are not safe, as Mrs. Haman, telephone attendant in the depot, can vouch for. She has a bowl of gold fish in her desk and they are not safe, as Mrs. Haman, telephone attendant in the depot, can vouch for. She has a bowl of gold fish in her desk and they are not safe, as Mrs. Haman, telephone attendant in the depot, can vouch for.

If you feature the bones cracking. Can you feature the bones cracking.

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so ate them alive. If this sounds like a fish story to the readers, I would advise them to interview Mrs. Haman. She is at her desk every morning until noon, and she will tell you this is a true story.

The Milwaukee bowling team, the “Sioux,” are coming to the front this season. They are at present tied for second place. The members are coming to the front this season. They are every morning until noon, and she will tell interview Mrs. Haman. She is at her desk at the present, with a young lady on you this is a true story.

Chas McCluskey, of the local freight office, went hunting over the week-end. Mac always brings back something. So we can all look forward to having a feast of deer meat.

The cashier’s office, local freight, received a brand new L. C. Smith typewriter. Jennie Goss, stenographer, is all puffed about it, and she says only an “expert” will she let use it.

Archie Benedict, bill clerk, on account of change on the bill desk, is on the expense desk at the present, with a young lady on each side of him. From the expression on his face he feels like a “rope” between—you know the rest.

This is the last appearance of Ve Correspondent “Mac.” Wish to thank all who helped to make this column a success.

Notes from the Local Office, Tacoma

RAY POWELS, claim clerk, was suddenly called to Nebraska by the receipt of a telegram informing him that his parents had been very seriously injured in an automobile wreck. They had been visiting here and were driving their car back to their home in Florida. When it struck some loose gravel and was overturned completely. Both were very painfully and seriously injured, and Ray left immediately. Although both are expected to recover, it will be some time before they are able to proceed. We extend our sympathy to the sufferers and our best wishes for an early recovery.

Ray Fink has been substituting for Ray Powels during the latter’s absence and is in no doubt doing his best to uphold the traditions of the claim job by efficiency and diplomacy. In the meantime, George Gordon of the yard force is on the swing job, and due to the irregular hours connected with it, he frequently meets himself coming to work just as he is on his way home from another trick. George is a dyed-in-the-wool football fan and has already made arrangements for being off for all the big games of the season in this part of the coast. According to George football is one of the greatest elevating and civilizing influences in the world; you can see for yourselves what it has done for George.

Andrew Norwood of the yard office has sold his property in this city and is now busily engaged in building a new house along the Parallip Hill Road, about two miles out of town, adjoining the service station operated by his son, and adjoining his picturesque property located in a shady and well-watered gulch, which he expects to develop into a charming roadside resort. Just as a first step he is piping a water supply for his new house from a spring-fed reservoir on the hillside 200 feet above the house. Talk about pressure of this invaluable Household Companion; and assurances that it is really a very esteemed member of our local freight house force, has been on a three-weeks’ leave of absence for the purpose of visiting friends and relatives in his old boyhood haunts in the East. He hunted up a brother in Boston who had not seen him in 45 years; in his absence Joe identified himself to the satisfaction of the janitor, and much surprised the brother when he returned and found Joe awaiting him, comfortably ensconced in an armchair and reading the paper. From the Hah Joe proceeded to his early home in New Hampshire and then to Montreal, his birthplace. Needless to say that Joe’s well-known principles assure us that the liquid temptations of Canada had no attractions for him. Since leaving Montreal he has been coming west on the Canadian Pacific and at this writing the family has just heard from him at Winnipeg, so that we shall not doubt soon welcome him back.

Another one of our good friends has also returned from Canada—none other than Ed Jean, our popular log scaler at the Cascade log dump, who made use of a vacation to go to his old home in Quebec and St. Anne de Beaupré. He sent us some postal cards from there which induced a pained and longing expression on the faces of some of our force who read his description of the delights of Quebec.

Iowa—East Division and Calmar Line

Lee T. Raymond

MRS. JUANITA BASH and Marvin Willams of Marion were married Saturday, November 1.

Page Forty-three
The bride is a daughter of Mr. and Mrs. D. C. Bash. Mr. Williams is a World War veteran, having served with American forces overseas. He has been employed with the Milwaukee Road for the past ten years at Atkins roundhouse.

They will reside in Marion. The Employees' Magazine extends hearty congratulations and best wishes.

James William Swan passed away suddenly at Racine, Wis., Monday, November 3. Mr. Swan had spent Sunday with his family at Marion where they reside and left early Monday morning for Racine where he was employed in the Signal Department.

He was apparently in good health when he left Marion. He was 49 years old and had been in the service of the company for 15 years.

Mr. Swan was a Mason and also belonged to the Brotherhood of Railway Signalmen's Association. Those surviving are his widow and two daughters, Marjorie and Garnel. The Employees' Magazine extends sincere sympathy to the family in their sad bereavement.

Station Agent J. N. Elner of Hale has taken a leave of absence account of ill health, and has gone to Des Moines for medical treatment. Many friends on the division are hoping that Joe will soon be restored to health and back at his post again. E. F. Chiaven is acting as relief agent during Joe's absence.

The new mechanical coal shed at Oxford Junction has been completed and is now in operation. This is a fine improvement. The old coal shed has been torn down.

Second trick operator at Sabula station has been discontinued. Operator Fred Harney, who was displaced, has moved his family to Mollis where he is agent.

Mrs. M. J. Flanigan and son Jerry of Chicago came to Marion November 11 and visited several days with Marion friends.

Mrs. Flanigan was the honored guest at numerous dinner parties and luncheons during her stay.

Superintendent A. J. Elder presided at a staff meeting held at Marion November 12. The meeting was addressed by Mr. W. L. Ennis of Chicago and Mr. Goss of the American Railway Association. Mr. Ennis spoke on claim prevention, and Mr. Goss on maximum car loading. Officials from Omaha, Council Bluffs, Perry, Cedar Rapids and Davenport were in attendance. Matters were discussed pertaining to a more efficient and economical operation of the division.

The news of Dr. E. S. McCord's death was received with deep regret by friends on the division. He was company surgeon for a number of years. The funeral services and burial were at Delmar November 13.

We were misinformed about Conductor Thos. Costello having returned to his home at Mxron, from the hospital. On November 14 he was still in the hospital at Cedar Rapids, and prospects were that he would be there for several weeks longer. He is recovering slowly.

Teets Grove in September received 17 cars of cattle, 832 head, from Texas points and shipped out 13 cars to U. S. Yards. Business is showing up good for November. Agent Loney is highly pleased at the showing his station is making.

Conductor Elmer Gook has been off duty since the first of November on account of sickness, M. D. Coon recovering on Nos. 93 and 97 between Davenport and Oxford Junction.

Train Baggage agent Sam M. Cooper has taken an indefinite leave of absence to have his eyes treated. F. L. Pierce has taken a run on Nos. 7 and 20 between Chicago and Marion and Charlie Hayner has taken the run left vacant by Mr. Pierce on Nos. 19 and 8 between Marion and Omaha.

Conductor Andy Schade is spending a couple of weeks in Wisconsin, W. I. Farrell relieving on the Calmar passenger.

Conductor A. J. Fuller laid off to take in the pheasant hunting, W. Simonson relieving on Nos. 3 and 4 between Omaha and Marion.

Conductor H. L. Mollisch, who has been braking on the Calmar way-freight for several years, has given up this run and is now braking on the main line way-freight between Sioux and Marion.

Conductor Edward Zah has had his left ankle treated. F. L. Mollisch will be used for moving cars in and out of the Atkins yard.

Losey is highly pleased at the showing his yard is making in the past sixty days in eliminating personal injury. 75 per cent of the cases were prevented by every employe being on the alert and doing their work in a safe manner. Appreciate your co-operation in this respect.

Effective November 1, or shortly thereafter, the heavy or schedule repairs which were formerly handled on the outside at South Minneapolis Shops, will be repaired inside under cover in the former Car Department Coach Shop, building CD-2. The Car Department employees of the South Minneapolis Shops express their appreciation and thanks to the officials of this railroad for allowing this change.

In turn the employees will express their appreciation by making every attempt to increase their output, decrease the costs and make a better and more improved and efficient operation.

The Goat, in the form of a gas engine, has arrived at Minneapolis Shops. This rail truck will be used for moving cars in and out of the new car shop.

October 11 J. Henney, car shop superintendent, returned from a five-day trip to Deer Lodge, Mont. He reported two inches of snow there as early as October 9.

During Fire Prevention Week there were demonstrations made in Minneapolis and St. Paul of the testing and use of the fire apparatus that some of our switch engines are equipped with. These tests proved very satisfactory and were given considerable publicity by the newspapers of both cities. Photographs were taken and published of both demonstrations.

Bad luck and too had luck October 9. Tal Hughes' new car was stolen. It was returned on the 15th and stolen again on the 16th--each time while Tal was attending church. He is now wondering if it pays to be good.

October 6 Clarence Hofmaster, helper apprentice, reported to work with a black eye. Clarence wants us all to know the "blinker" was the result of football, and we believe him, of course.

Helper Apprentice Stanley Olson, the dash- ing halfback of the Phantom Football Club, reported to work November 3 with a lame ankle. As luck would have it, there was no fire drill that day.

S. Hollingsworth and family left for Belvidere, Ill., to attend the funeral of Mr. Hollingsworth's nephew, November 3. We extend our sincere sympathy to the family and relatives in their bereavement.

Wm. Osterwind, wheel inspector, went on a hunting trip to Vienna, South Dakota, and brought back the limit of pheasants.

W. B. Wilcox, F. C. F., went to Ortonville October 18 and 19 and Wheaton October 25, getting the best limit of ducks and geese. They surely must have tasted good because they came down to amaze the his and exclaiming: "Eem, efin!"

A. Tveder, wrestling fecomand, is sporting a new Studebaker President Wight.

The Car Department extends sympathy to Mrs. Smyth on the recent death of her sister, Mrs. A. J. Price, of St. Paul.

We are sorry to report that Mrs. Thorne has been quite ill and confined to her home for a few days. We hope for a speedy recovery,
At the R. K. O. 7th Street Theater in Minneapolis, and the R. K. O. President Theater in St. Paul, the week of November 15 to 21. It is hoped every employee will attend this Minneapolis club theater party, which will increase the coffers of the club and so continue the relief work among the employees.

Out Where the West Begins—East End of the Trans-Missouri Division

D. H. A.

Mrs. Frank Schneider is spending some time at the home of her parents at Menominee, Michigan, and with her sister in Chicago. Luckily for Frank that hunting season is on, so he can spend his week-ends at Swan Lake, or he would be a pretty lonesome boy.

Since the last issue of the Magazine so many changes have taken place at Mobridge that we hardly know where to begin. A number of men have been laid off at the roundhouse, and the car department has been moved to Aberdeen. Car Foreman A. Rognlson and Jake Stapi transferred there. We are sorry to lose these worthy families from our midst. It also grieves us to see so many of our loyal railroad boys out of work, many of them bearing the brunt of things, but we sincerely hope that this period of depression will soon be over, and that they will eventually get back to work again.

Mrs. O. P. Vachreu and daughter, Flor- ence, and Miss Wilna Kern and Marjory Martin, of Harlowton, Mont., spent a few days here visiting old friends. Mrs. Vachreu accompanied the Mobridge ladies to Miles City for the get-together meeting there.

At last a long felt want has been realized, and we have our freight platform lights installed. This is a Safety First measure, and will help to eliminate accidents and will also be a great convenience to our freight-house boys, especially now that the days are growing shorter and darkness often overtakes them before their day's work is done.

Mrs. L. G. Buckholz and children spent a pleasant vacation visiting relatives at Janesville, Wis., and Kansas City, Mo.

Storekeeper H. L. Strop has been transferred to Miles City and Ray Slaughter will have charge of the Store Department here.

Lon Green is a patient at the Mobridge hospital, having been seriously ill with an infection in his arm and later developed a blood clot, but at this writing he is much improved and his many friends hope for a speedy recovery.

Sincerest sympathy is extended to Mrs. John Baum in the death of her mother, Mrs. Eva Nitisch and her brother, Nimrod Nitisch.

Mr. and Mrs. Wm. Vanderley have returned from their prairie farm in Los Molinas, Calif., and Van has begun his new job again as a baggage man.

Adora Fisher says these cold days make him shiver, and he plans to get out his red flannel underwear.


A. F. M. in overalls. Lady and Frank missing a ball game.

Dora Anderson spent a few days at her home at New Effington, S. D., visiting her parents. While away her position was filled by Mary Van Dyne.

Since writing the first of these notes we understand Machine J. W. Casserly has been transferred to Aberdeen and Machine W. M. Seibert to Harlowtown, also two machine helpers, H. Meyers and George Hansen, have been transferred to Harlowtown. We are glad that places are being made for these worthy men.

S. M. West

Nels Holm, section foreman at Eldred, S. D., passed away at his home on October 25, 1930, at the age of 65 years and 9 months, death being due to heart failure. Burial was at Watertown, S. D.

Mr. Holm entered the service of the company as section laborer April, 1891, was promoted to section foreman August, 1892, in which capacity he had served the company for 38 years. He was born in Norway February 18, 1865.

Our heartfelt sympathy is extended to his family and relatives.

Those of Us Who Do

G. P. F.

In Operating-Traffic meeting at Aberdeen, on October 15, the following were credited with securing or influencing business to our railroad:

Conductor Wm. Wells—one ticket Minneapolis to Chicago for a gentleman who had formerly used a competing line.

Conductor J. Barnes—diversion of two passengers from Seattle to Chicago. These people had been lined up for a competing line.

Mrs. P. H. Nee—information furnished the Passenger Department that brought about the sale of a number of tickets from South Dakota points to people attending the Federation of Music Clubs Convention in California.

Locomotive Fireman C. J. Dougherty—two tickets from Minneapolis to Madison, Wisconsin, thence to Portland, Oregon.

Miss Eleanor Nee gave the Passenger Department timely information concerning a Y. M. C. A. Boy movement to the Twin Cities.

Chief Clerk Wm. Berg, in the Freight Office—one car of salt from a point in Michigan to Aberdeen.

Chief Dispatcher A. H. Adams—two cars of lumber from state of Washington to Aberdeen.

Dispatcher M. P. Ayers—two passengers from Aberdeen to Minneapolis and return.

Yard Engineer Krzentzer at Minneapolis is commended by the Traffic Department account of securing a passenger from Minneapolis to Chicago.

Yardmaster Stanley, in the East Side Yard at Minneapolis, is commended by the Passenger Department for his activities in securing a passenger from Minneapolis to Chicago.

On a trip over the River Division with No. 15, Engineer J. Tiffany, on arrival at Minneapolis, was personally complimented by two passengers who were traveling from New Orleans to the Northwest. These people were pleased with the smooth ride which Mr. Tiffany had given them and were loud in their praise of the Milwaukee Road generally. We have heard about Engineer Tiffany before and

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The Falk Corporation

MILWAUKEE : WISCONSIN
Asst. Rec. Clerk

Cago. school at Necedah, succeeded in getting seven

Washington. but the likelihood of injury to passengers and

depression in business has been given the op­

Their shipments of paper from Michigan points on the part of Engineer L. E. Wilcox, a

routing of business at Chicago as follows:

Seiler, reported twelve cars to General Agent salaried employe who is fortunate enough to be

also the following business reported:

Receiving Clerk C. Johnson, 5 shipments. Chicago Terminals Receiving Clerk J. Wagner, 1 shipment.

Chief Clerk Petersen and his Assistant, W. Seller, reported twelve cars to General Agent Casey's Office which were loaded in this dis­

Those of Us Who Do on the Wisconsin Valley Division

Information received from Nile McGirney in regard to the new room that is expected
to be put on the machine room of the Mara­

J. W. Hold secured two passengers to use the Milwaukee Road, Wausau to Chicago.

Through the watchfulness and prompt action on the part of Engineer L. E. Wilcox, a

three-quarter-inch iron rod which projected over onto the main line from an empty car was removed, and not only prevented damage to window and sides of passenger cars but the likelihood of injury to passengers and others as the result of flying glass.

Mr. R. G. Mamber, agent at Neenah, with the assistance of his daughter, who teaches school at Neenah, succeeded in getting seven passengers to use our line from Neenah to Milwaukee and return.

Chicago Terminals

Guy E. Sampson

Chicago, that big-hearted city, has in­

aggregated a program by which its hungry are to be fed and its shivering unemployed are to be clothed. Other cities are undertak­
ing the same program, but there is no need for any member of the great Milwaukee Road family to seek the protection of any of these city programs. A relief fund organization has been effected on our railroad and every em­

dependent employer who is fortunate enough to be holding steady employment during the great depression in business has been given the op­portunity to subscribe to the fund. The various Milwaukee Women's Clubs on the sys­

tem are finding that their services are going to play an important part in the program. Already, supplies of food, clothing and cash

are coming in and the Good Samaritan work is under way. Realizing that this is one big

move that has been started to avert suffering, the employes of the Chicago Terminals are mee­

Fond of Division, J. W. Held secured passengers to use our line from Necedah to Milwaukee and return.

News from Galewood and Bensenville Round

Houses this month were either never sent or

lost in the shuffle. Hope to get some next

days.

News from Galewood and Bensenville Round

Director James Burke and Chief Car Clerk Joe. Burke, who were called to

Dubuque, Iowa, the latter part of October by

the death of their brother.
A Letter from the West H. & D.

DEAR GANG!

I just came home after a stroll down the right of way. You see I just got my coat back from the cleaners with dad wanted to show it off. I came home with an inferior complex, though. Leo Lutgen was out airing his new fuzzy coat which is what the BETTER dressed men are wearing this season. For the benefit of you Beau Brummels, we would like to publish a photo of Leo’s coat but we are unable to at the present writing.

On the new improved crosseyed we saw Ed Croaker looking over the finished project. Mr. Croaker is Safety First representative.

M. J. Skord, our former trainmaster, now holding a similar position at Marion, Iowa, arrived in Aberdeen the 16th for a few days of hunting. The boys were all glad to see Mike and gave him a big hand.

Harvey Ryan is telling this one on Bill Powell. Bill was spending an evening with an old college chum. They sent the kids up to the upstairs to spend the night. Downstairs the fire was going good. The evening wore on and on and on—but father didn’t believe in his daughter getting a sugar-coated education so he boomed down from the head of the stairs, “Say, Bill, how do you like your eggs for breakfast, hard or soft?”

Sauntering farther down the platform we saw Louie Mitchell all sliced up, ready to go out on No. 15. We hear that since the Big Mogul diamond was stolen from Uncle Bill, Louie sleeps with a Colt .45 under his pillow.

In a recent letter we mentioned the fact that Miss Mayme Wilson, who returned from a pleasant vacation in a state of single blessedness, Bill Powell, who is managing a big T-bone in the interstate, says we creww too soon and that “he who laughs last, etc.” Well, Bill says that Mayme was married recently to M. B. Wetzell, of Rapid City, and will make her home there.

We wish Mr. and Mrs. Wetzell a happy married life and we wish to congratulate Mayme on taking a chance. We feel that this puts her in class with Columbus.

With ten reportable injuries chalked up against the H. and D., Passenger Brakeman “Billie” Arnold’s Safety Slogan is most timely. “Billie” says: “It is human to err,” so said a sage of ancient times, but in this industrial age, with our required knowledge, if we err it is human.”

The Safety First meeting held October 13 was well attended. About 200 were present.

Frank was with his wife and daughter Eleanor, last October 27 for Ottumwa, Iowa, where they will make their future home. Mr. Nee has been transferred to the Kansas City Division. Mr. Nee served as act in his stead.

Mrs. Gillick, superintendent of the Trans-Missouri Division at Miles City, will fill the vacancy left by Mr. Nee’s transfer. We feel that the division is fortunate in having Mr. Gillick to fill the position. He has been one of the most industrious and enthusiastic men in the Milwaukee Women’s Club.

W. H. Murphy, chief clerk in the master mechanic’s office, was the victim of a serious accident during his work, which was hunting when one of the shots from a companion’s gun struck him. It was necessary to remove the right eye.

Aberdeen is to be the headquarters for the wrecker. It will be moved here from McBridge in the near future.

Joe Mandery, who has been a Chicago hospital with an injured arm, is home again.

Madison Division

WE have a new campaign for helping the Milwaukee Railroad employes out of employment. At the rate we’re making payroll reductions we will have to “help.” So let’s do it in a big way.

Zebine Willson, assistant agent, Palmyra, is on the sick list taking treatment in Milwaukee. We miss Zebine at the station.

We went through October without a single lost time or reportable injury, making three successive months with such a record. We were afraid the “Black Cat” would get in someone’s path the last day, October 31 (Hallowe’en), but no siree! Everyone watched his step.

Mr. and Mrs. W. C. Kenney, who have made their home in Madison for the past nine years, are now residing in Sioux City, where Mr. Kenney is division master mechanic. We miss the Kenneys and “Barney.”

We now have a Madison-Chicago sleeper. Tell your friends about it.

Mike Coleman has been assigned the agency at Black Earth, taking the place of Grant Parker who retired. Mr. Coleman prefers the West End.

Miss Winnie Fox, former news correspondent, is spending the winter in Chicago.

Grace Swabacker, timekeeper at the division master mechanic’s office, has, upon the abolishing of that office, returned to her former position as clerk at Madison roundhouse.

Aunt Nell, the midget of the superintendent’s office, stole a march on everyone a few months ago and was married. But the constant happy smile that has never worn off since that happy event bar finally given her away.

CONGRATULATIONS, Ann.

Dining and Sleeping Car Briefs

J. R.

TACOMANS in general were treated to a beautiful sight the other morning: Messrs. Talbertson, James, Flynn and Little on the golf course dressed to the minute in plus fours. They say Mr. Talbertson’s make-up had more color in it than the proverbial Joseph’s coat. Mr. Flynn’s was a bit too tight, but Little and James were dolled up par excellence. Mr. Little is accused of being a financial genius, as he furnishes the golf balls for the boys and then charges them if they lose them, which would be all right, but Conductor O’Keefe says that he charged him twenty cents for a ball and it was second-hand. Little is to be barred in the future and Frank Scheffer will act in his stead.

Miss Gladys Andrews, of Mr. Winkler’s office, has just returned from a two weeks’ vacation down in Phoenix, Arizona. She reports having a fine time and says that the service on the Southwest Limited was above criticism.

We are sorry to hear that Dining Car Steward Zeigler is ill, and we hope to see him back in the harness again soon.

Conductor Frank De Mars is happy again. Frank was worrying that the new time for 17 would cut him off at Spokane and he couldn’t get home. Since he now knows better, we trust he has regained his equilibrium.

Pretty near time for Conductor Lawrence to be sending his Scotch Christmas cards around.

Steward Newberry would have had a nice pleasant dinner every other day but Conductor Hawkins met him at the depot.

Anyone having a suggestion for the successful raising of goose or pigeon in company with Stewart Hickman, Mr. Hickman lives in Puyallup and spends most of his time while home trying to listen in on the Shanghai market.
CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.


For Sale—Mink, silky dark northern, sixth generation, pen-born, domesticated and acclimated, high-grade stock, very pro ven, will sell for $100. All white, also for sale. Also experienced, very smart handling. Will sell at price to suit. Address Mr. W. J. Luth, Agent, Pembine, Wis.

For Sale— "Little Cop"—best automobile protection. "A" license, under $10 for one year. Your car will be safe, too, for the least touch anywhere on the car will start the noise. All proprietors, complete proof. $5. Address Box 337, Three Forks, Montana.

For Sale or Trade—My newly built six-room home at 6527 30th Avenue, Roosevelt Heights, Seattle, Wash., Hardwood floors, built-in closets, electric range, bathroom, all concrete basement, fully equipped. Large lot and fine garage. Walking distance to University of Washington, Roosevelt high, and grade schools. Mountain and city view hard to beat. $5,500 on trade—10 per cent down on prompt sale. Further to assume $1,900 mortgage as part. Will trade for good farming produce. Must be one you can be interested in Montana field crops, beets, beans, etc.; also small fur other than skins. Write owner, R. C. Flock, Gold Creek, Mont.

For Sale—One Kohler, 1,200-watt automatic lighting plant, four Acme S. V. E. portable automobiles, all in good working order, and just the thing to start a motion picture theater in some small towns. These are silent machines, but can be equipped for sound. Will sell very reasonably and allow time on bankable notes. Address W. J. Luth, Agent, Pembine, Wis.

For Sale—Pedigreed Boston Terrier puppies. Sired by "Velvet Touch" (the dog with the wrinkle in his weight 1/2 pounds. The dam is sired by "Intruder's Tiny Toy," be by the famous Intruder. These puppies are rich seal brindle with even white markings, cobby bodies and short screw tail. All have marks which are a credit to their famous father. In short, I am offering five Boston puppies possessing the finest of breeding and type—priced reasonably. Full particulars furnished on request. Address Ford Conlin, 106 44th St., Milwaukee, Wis.

For Sale—To my fellow employees I am offering eight choice peony plants and eight choice iris, all labeled, for $5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. Will give very reasonable prices on choice novelties peonies which I have been collecting for this past fifteen years and will sell over the world. Send check or money order to A. L. Murawski, River Grove, Ill., Box 284. Eng. C. T.

For Sale—Four-grave Masonic cemetery lot in Mt. Emblem Cemetery; very reasonable. Address E. Vanderheiden, 3352 N. 67th St., Chicago, Ill.; phone Van Buren 3971.

For Sale—Ten acres near Orlando, Florida. Four acres in three-year-old Valencia orange grove. House, house and driven well with pump. Reasonably priced for quick sale. For further particulars address A. R. Harris, 70354 Pacific Ave., Tacoma, Wash.

Cemetery Lot For Sale—Five-grave lot in Memorial Park Cemetery, Eauwatu, Ill. Well located and under perpetual care. Lots in vicinity selling for $275 to $300, but will sacrifice for $225. Address C. B. Rogers, 2621 38th Ave., S., Minneapolis, Minn.

To My Fellow Employees—I am offering you my services free-12 years as an insurance solicitor and 20 years as an insurance agent. I can advise you on any kind of insurance. Your name and address on a postal card will bring me to your home. Address W. A. Johnson, 3179 Ridgeland Ave., Berwyn, Ill.

Chicago Terminals Car Department

The Car Foremen's Association of Chicago held their annual meeting and dance at the Morrison Hotel at Chicago, October 13, and it was one of the nicest as well as one of the largest attended of the annual affairs, which denotes the spirit our railroad has in keeping its equipment up to the highest specifications, replacing obsolete and inefficient equipment in new modern cars; and the writer does not hesitate to say, he is getting younger instead of older.

We are sure dismantling a lot of our obsolete cars at Mannheim at this time, which must be met with on time spotting and delivery at destination and interchange points.

Willie Homeyer, laborer at Bensonville repair track, has purchased the community flivver which was owned by five of our Bensonville repair-track employees, which was used in transporting them to and from work. $100 was the purchase price, and personally we believe Willie got gypped.

III. No. 1, the famous Kansas City time freight out of Bensonville, formerly run at 7:45 p.m., has been changed to an 8:00 a.m. departmental train permitting the Milwaukee Railroad to give unexcelled last night freight service to Kansas City and points south, both day and night, out of Chicago. High time for performance is the backbone and governs the progress of modern railways of today. This must be met with on time spotting and delivery at destination and interchange points.

Safety Section

Report large attendance at both of the regular monthly Car Department Safety First meetings held at Western Avenue October 29, and at Mannheim October 30, 1930. While the Car Department is making favorable progress in the elimination of injuries it must still do more—it must weld itself into such a strong safety organization that it can function without injuries. This can only be accomplished providing every single solitary Car Department employee becomes a serious safety-conscious man. The writer understands that the Milwaukee Railroad at the present time occupies second place in safety performance on American railways. At the present time the C. & N. W. holds first place by a narrow margin, and if our railroad can function to the end of the year without any injuries it is almost a certainty that they will be in first place and win that highly esteemed trophy, the Harriman Cup. I hope that this appeal goes to all employees to take this to heart.

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